

Nebraska Historic Buildings Survey
Reconnaissance Survey Final Report
of
Cheyenne County, Nebraska
prepared for
Nebraska State Historical Society
State Historic Preservation Office

by

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with

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INTRODUCTION



Fig. 1: Circa 1900 farmhouse, rural Cheyenne County, (CN00-192).

Nebraska Historic Buildings Survey

The Nebraska Historic Buildings Survey (NEHBS) is an ongoing project of the State Historic Preservation Office. Since its beginnings in 1974 with limited fieldwork by staff and student interns, NEHBS has expanded from a few thousand sites in urban and rural areas to nearly 50,000 recorded properties. A five year plan initiated in 1986-87 to complete preliminary statewide reconnaissance coverage was completed in 1991/92. Fieldwork has now been conducted in ninety-one of the state's ninety-three counties. The remaining counties of Lancaster and Douglas have been identified for survey largely in cooperation with Certified Local Government programs in Lincoln and Omaha. With statewide coverage of the Nebraska Historic Buildings Survey, concentration was placed on priorities to redouble and supplement previous county fieldwork by thorough coverage of rural areas, computerized data entry, and published reports.

Through its documentation of the state's historic and architectural resources, NEHBS provides a basis for historic preservation in Nebraska. Survey data is used to list buildings in the National Register, which in turn may result in recognition and preservation. NEHBS data is also used to determine needs for further documentation and planning for the state's historic places.

Equally important, while contributing to the history of the entire state, the survey also promotes local and regional awareness of significant buildings and sites. County officials, historical societies, planning organizations, and individuals are encouraged to use the information for community development, tourism, and historic preservation in their own communities. Brief descriptions of NESHPO programs are listed on the following page.

National Register

The Nebraska Historic Buildings Survey, which documents historic buildings and places throughout the state, also identifies those that may qualify for listing in the National Register of Historic Places. Established in 1966, the National Register is America's official inventory of sites, buildings, and districts, recognized for their importance to national, state, and local history. It is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. The National Register was developed to recognize historic places and those who contributed to our country's heritage. These properties---whether districts, sites, buildings, structures, or objects---are architecturally or historically significant for their associations with important persons or events.

The National Register is designed to include properties of importance in every locality, not just great national landmarks. A general store, a community's park, a main street, or the remains of a prehistoric Indian village may be just as eligible for inclusion in the National Register as Independence Hall or Gettysburg Battlefield.

To qualify for listing, properties must be at least fifty (50) years old and have associations with one or more of the following: historic events, significant individuals, architecture, or future research potential.

Tax Incentive Program

Inclusion in the National Register may enable income-producing properties to qualify for federal tax credits as certified rehabilitation projects. Designed to encourage the reuse and revitalization of historic buildings, neighborhoods, and "main street" districts, the tax incentives have been available since 1976. The program seeks to promote the reuse of historic buildings, including community redevelopment efforts and economic opportunities by retaining the distinctive qualities of buildings or districts.

Review and Compliance

The Historic Buildings Survey is an important source of information for the State Historic Preservation Office and government agencies when complying with Section 106 of the National Historic Preservation Act. Commonly referred to as "review and compliance," Section 106 was established to ensure the documentation and protection of buildings and sites which may be affected by any federally funded or licensed project, such as highway construction. NEHBS survey data enables preservation staff and federal agencies to evaluate potentially affected properties and upon evaluation, to seek methods to mitigate the effect of these projects on important resources.

These and other programs are administered in Nebraska by the State Historic Preservation Office. Additional information may be obtained by contacting the office.

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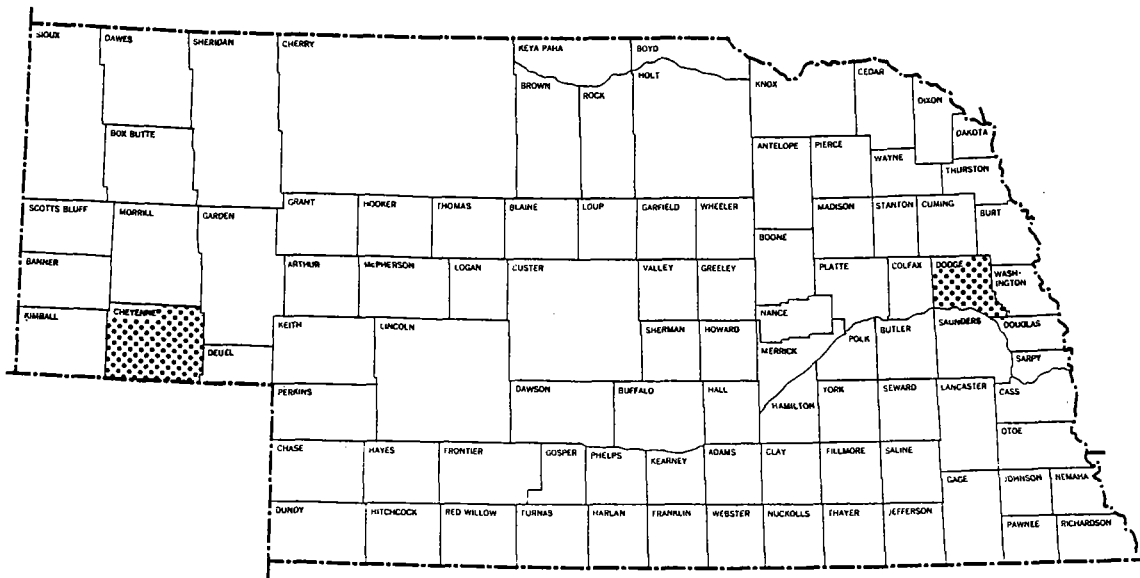


Fig. 2: Cheyenne and Dodge County Survey Area

The architectural research firm of Save America's Heritage was selected by the Nebraska State Historic Preservation Office (NESHPO) and engaged in a contractual agreement to conduct the Cheyenne and Dodge County NEHBS. The survey consisted of the completion of preliminary fieldwork, selected thematic studies, and National Register nominations in both counties. Initiated in September, 1993, the survey was completed in the summer of 1994. This project represents the continuation of the NESHPO's plan to supplement previous county fieldwork with thorough coverage of rural areas, computerized data entry, and published reports.

The primary objective of the survey was to provide a preliminary characterization of the historic resources extant in Cheyenne County. This includes the identification of historic properties eligible (or potentially eligible) for the National Register of Historic Places (NRHP). The Historic Buildings Survey of Cheyenne County easily satisfied this goal by identifying a total of 268 properties potentially eligible for the NRHP. This total includes twenty-nine buildings in the Sidney Historic Business District National Register nomination. In addition to the completion of these primary goals, several of the survey's secondary goals were also satisfied. These included the identification of building types, construction methods, ethnic settlement patterns, and building technologies.

Historic Integrity

To qualify for NEHBS recordation, a property must retain its historic integrity. Integrity is the unimpaired ability of a property to convey its significance. Evaluating integrity is sometimes subjective, but is always grounded in the understanding of a building's physical features and how they relate to its significance. For reconnaissance level surveys, this generally means that a building must retain its original appearance

from the period of significance. To evaluate historic buildings, the National Register has defined seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. These aspects were considered by the survey team in evaluating Cheyenne County properties for NEHBS recordation. A total of 757 properties in the county retained sufficient integrity for preliminary survey. These 757 properties were added to an existing database of 227 properties previously surveyed by the NESHPO. The following table outlines the numerical results of the Cheyenne County NEHBS. Survey numbers are summarized according to the NEHBS number prefixes for rural and town locations. The 1993 totals include resources added to previously surveyed properties as noted during resurvey. Numbers in parentheses indicate totals for properties previously surveyed by the NESHPO.

Numerical Summary of the Cheyenne County Historic Buildings Survey

CHEYENNE COUNTY	TOTAL PROPERTIES	CONTRIBUTING BUILDINGS	CONTRIBUTING SITES	CONTRIBUTING STRUCTURES	CONTRIBUTING OBJECTS
CN00: Rural	290 (56)	1,947 (70)	27 (7)	400 (7)	1 (3)
CN01: Brownson	3 (1)	4 (1)	0 (0)	0 (0)	0 (0)
CN03: Dalton	38 (10)	50 (10)	0 (0)	1 (0)	0 (0)
CN04: Gurley	22 (14)	28 (14)	1 (0)	2 (0)	0 (0)
CN05: Lodgepole	42 (29)	77 (28)	1 (1)	3 (0)	3 (4)
CN06: Lorenzo	2 (1)	3 (1)	0 (0)	0 (0)	0 (0)
CN07: Ordville		see CN00-046			
CN08: Potter	45 (22)	65 (22)	0 (0)	1 (0)	0 (0)
CN09: Sidney	300 (86)	675 (86)	2 (0)	12 (0)	8 (1)
CN10: Sunol	15 (8)	31 (0)	1 (0)	1 (0)	0 (0)
NUMBER SURVEYED IN FY 1993:	757 (227)	2,880 (232)	32 (8)	420 (7)	12 (8)
TOTAL NEHBS TO DATE :	984	3,112	40	427	20

Approximated Area of Survey Coverage: 533.9 square miles (341,680 acres)

Numbers in parenthesis indicate previously surveyed properties

1993 totals include resources added to previously surveyed properties as noted during resurvey

HISTORIC OVERVIEW OF CHEYENNE COUNTY

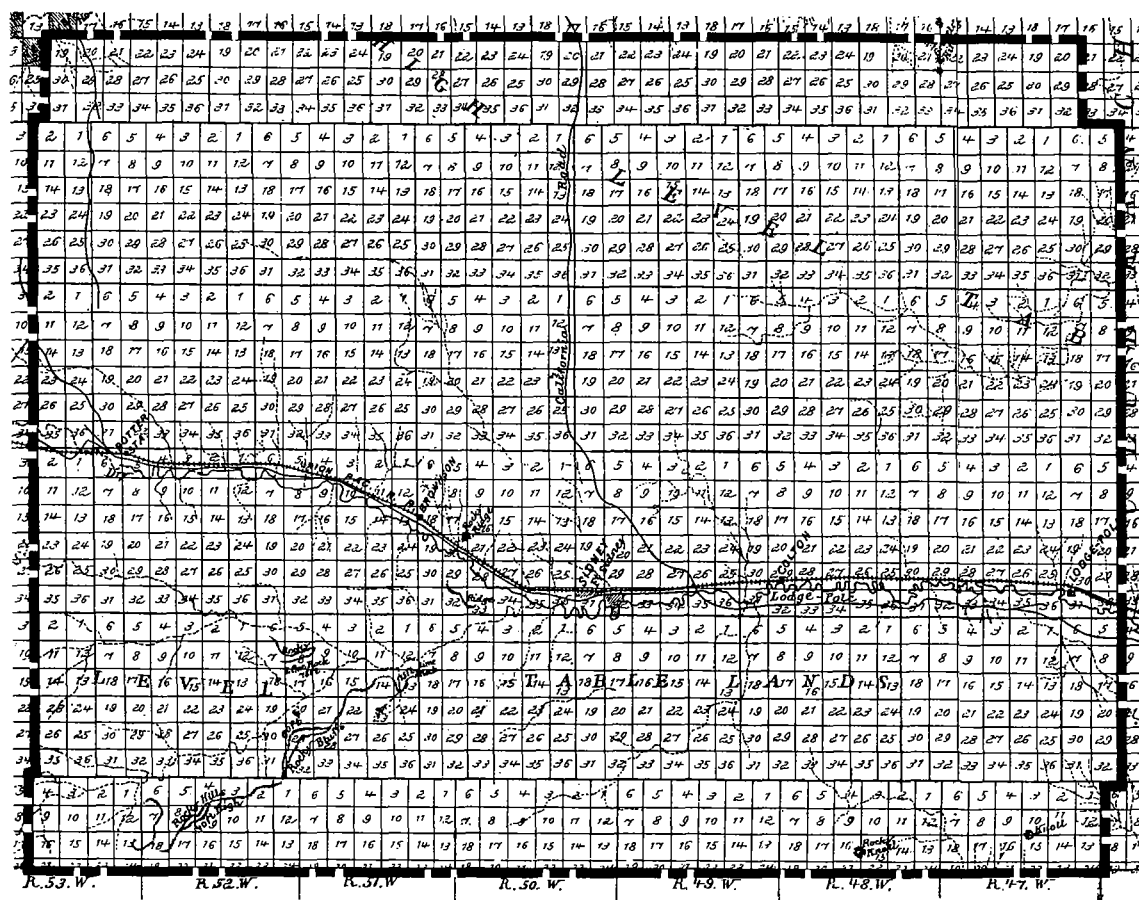


Fig. 3: Cheyenne County Atlas, 1884-85

Physical Description

Cheyenne County is located in the southern part of the panhandle of the state of Nebraska, bordering the state of Colorado on the south. Its shape is roughly that of a rectangle, measuring approximately forty miles wide (east-west) and approximately thirty miles long (north-south). A three mile strip along the northern border is two miles narrower than the remainder of the county (with a half mile indentation on the west and a mile and one half on the east), while a similar strip on the southern boundary is shifted a half mile to the west. The total land area of Cheyenne County is 1,186 square miles. The overall appearance ranges from gently rolling land to rugged, hilly areas, with elevations ranging from 3,600 feet in the northeast to just over 4,600 feet along the western boundary.

Three types of topography can be found within the county borders: valley land, bluffs and escarpments, and plains. Valley land is flat land located along Lodgepole Creek and Sidney Draw in the central and southwestern parts of the county. This soil is rich, consisting of stream-deposited silt, clay, sand, and gravel. Bluffs and escarpments are rugged lands with very steep and irregular slopes that rise above valley land along the

rivers. In Cheyenne County the bluffs rise up from the Platte River valley to the north, touching the northeastern, north central, and northwestern parts of the county. Plains land is flat-lying land found above the valley floor, and it comprises all of the remaining land in the county.

The primary drainage for Cheyenne County is the Platte River system. In the northern part of the county, Bush Creek and its tributaries drain into the North Platte River. Lodgepole Creek, flowing across the middle of the county, and its tributaries, including Sidney Draw, and Cow and Cottonwood Creeks, flow into the South Platte River.

The climate in Cheyenne County, as in the entire state of Nebraska, is characterized by seasonal temperature extremes, conditions that range from subhumid to semiarid, and highly variable precipitation. The average January temperature for the panhandle of the state is 23.4 degrees F, while the average July temperature is 72.9 degrees F. The average annual precipitation for the panhandle is 16.61 inches (Nebraska Statistical Handbook, 1986-1987). The least amount of precipitation ever recorded in this area was 10.00 inches, and the greatest was 28.36 inches (Nebraska Atlas).

Original Inhabitants

Until the mid-nineteenth century the eastern half of what is today the state of Nebraska was occupied by village dwellers, and the western half--an area unsuited to sedentary life-- by nomadic groups of people. The village dwellers raised corn and other crops, as well as participating in buffalo hunts that required extended periods of time away from their village location. The Pawnee, village dwellers who lived along the Loup, Platte, and Republican Rivers, trapped and hunted along the Platte River, perhaps as far west as what is today Cheyenne County. The Sioux and Cheyenne, nomadic tribes of the high plains, also hunted in the area, as well as in the Republican River Valley to the south. Thus, they often crossed the region in pursuit of game or to reach other hunting grounds. It is likely that other nomadic tribes, such as the Crow, also traversed the area.

History and Settlement of Nebraska

From 1541 until the end of the eighteenth century the primary white contact on the plains was with the Spanish, who were seeking a route to the Pacific and, secondarily, trade with the Indians. In 1804 Lewis and Clark explored the region for the United States with much the same goals. Later explorers also crossed the plains in search of other goals: Pike looking the source of the Arkansas River in 1806, and Long looking for the headwaters of the Red River in 1820, for example. Some did, however, find interest in Nebraska itself. Fur traders, many of them French, sought out the resources of the region. Trading posts were established as places where trade goods could be exchanged for buffalo robes, beaver pelts and other furs. The posts, the first of which was built in 1812, were located along the Missouri River, and in the panhandle area. To provide protection for the trade, Fort Atkinson was built in 1821 on the Missouri River north of Council Bluffs.

In succeeding decades the Platte River became a primary transportation route across the continent. First, fur traders in canoes travelled up and down its waters as they extended their range further west. In the 1840s pioneers on foot and in wagons followed its banks into the Rocky Mountains headed for the rich soils of Oregon, religious freedom of Utah, and gold of California. Few stayed within Nebraska's borders, however, because the

area was not officially open for settlement. That changed with the passage of the Kansas-Nebraska Act in 1854, when Nebraska became a territory.

Settlement began in the eastern part of the state along the Missouri River. Towns were platted almost immediately and farmers took up land in the rural areas. Land was most often purchased from the government or obtained by military bounty land warrants.

In the 1860s, settlement spread out gradually from the banks of the Missouri, often following the streams and rivers of the state, with the greatest population being in the east and south. The passage of the Homestead Act in 1862, which allowed individuals to obtain 160 acres of land free of cost if certain conditions were met, encouraged settlement in the relatively new and sparsely populated state of Nebraska.

Communications were limited to the Pony Express, which operated in the southern part of the state from 1859 to 1861, when the transcontinental telegraph line was established. However, in 1863 Omaha was selected as the eastern terminus of the transcontinental railroad. Nebraska was granted statehood in 1867 and by the end of that year the state was spanned by rail.

At the beginning of the next decade people were moving into the northern portions of the state and following the rail lines into other areas. Much of the state's economy was based on agriculture and the early 1870s were prosperous. However, a series of bad years involving low rainfall and hordes of grasshoppers, added to the economic decline begun with the nation-wide Panic of 1873.



Fig. 4: Rural Cheyenne County Homestead, C1886.
(Nebraska State Historical Society)

The year 1880 heralded a new decade—one that was to be the greatest settlement era for the Great Plains. Weather was almost perfect for crops, the railroads promised secure futures for many towns, and population boomed in both urban and rural areas. Cities began improving their environs and rural settlement spread throughout the state, including the previously unsettled portions in the west and central areas.

The year 1890 may have been a harbinger of things to come. The state averaged only 17 inches of rain for the year, with even lower amounts in 1893 and 1894. The drought was accompanied by general economic decline and a national panic in 1893. During this period thousands of people—both farm and city dwellers—left the state. By 1896 normal rainfall returned and economic recovery began. Manufacturing was also encouraged by improved transportation that resulted in lower freight rates on fuel.

The first two decades of the twentieth century were ones of prosperity. Favorable conditions for agriculture persisted and towns benefitted from the farmers' economic good fortunes. This period was one of maturation for the plains towns. If a town's economic base had been unstable, and substantially weakened by the recession of the 1890s, it often faded from the landscape in the early 1900s. If it survived the 1890s, however, it began to mature in this era, often expanding, and adding city improvements. In fact, virtually all of the state's population increase in this era was recorded in the cities (Olson, 249). The Kincaid Act of 1904 attempted to increase population in the dry, western parts of the state by providing increased amounts of land (640 acres) available for homesteading. This proved to be too little for most areas and did not substantially increase the population of the dry regions.

World War I caused an increased demand for food production. Nebraska farmers, already experiencing higher prices than ever before, expanded both their acreage and production to accommodate the war effort. However, land prices began to rise after the war and bank lending increased. Mortgage debt skyrocketed and when war-time food prices were not maintained, Nebraska agriculture went into a tailspin. Despite the overall prosperity of the 1920s for the nation, agricultural areas were depressed, and since Nebraska's economy was based almost wholly on agriculture the state effectively suffered for two decades under a major economic depression. The drought conditions of the 1930s only added to the already depressed farm economy and in many cases was the final blow that forced people off the land, resulting in significant population declines in the state.

In the 1940s war once again resulted in unprecedented prosperity for Nebraska farmers and city dwellers as well. This war-generated prosperity continued well into the next decade. Some decline was experienced in the 1960s, particularly by small towns that were by-passed by the new Interstate Highway System. Small towns also suffered in the sixties and seventies as railroads curtailed their services and some lines were completely abandoned. The farm crisis of the 1980s brought corporate farming into the fore-front and resulted in a fight to save the family farm from both the corporations and the economy. The 1990 census reported a one half of one percent gain in population, but only ten of the ninety-three counties reported gains, with eighty-three showing a loss in population.

County History

Beginning in the 1840s many travelers could be found on the Oregon Trail following the south side of the Platte River, and on the Mormon Trail following the north side of the

Platte. While these two trails flanked present day Cheyenne County, other pioneers chose a route directly through the county. They stayed with the South Platte River as far as present day Julesburg, Colorado, then followed Lodgepole Creek to present day Sidney, where they turned almost straight north to intersect the North Platte River and the mainline trails. The Pony Express also utilized the Lodgepole Creek route. Overland stage companies used many of the same trails as well. Pole Creek #2 (in the vicinity of Lodgepole) was a Pony Express stop as was Pole Creek #3 (about five miles northeast of Sidney). Pole Creek #3 was also a stage station. Mud Springs Station, located in the north part of the county was a stage, express, and telegraph stop, while Midway Station was between Mud Creek and Pole Creek #3.

Twenty years later transportation again brought increased activity to the region. In 1867, the Union Pacific Railroad built through western Nebraska to the Wyoming border, cutting across the southern part of present day Cheyenne County. Sidney was laid out as a division point and Lodgepole, Brownson, and Potter as stations. Since the area was still very sparsely settled, the United States Army stationed a company of infantry at Sidney as a subpost of Fort Sedgwick in Colorado. The soldiers' primary purpose was to protect railroaders and their equipment and supplies. But their presence also benefitted the small ranches that had sprung up as ranchers traded healthy livestock for foot sore ones from the travellers on the western trails. In 1869, the first large herd of cattle was brought into the region by Edward Creighton, with the intent of establishing a large cattle ranch.

The decade of the 1870s was one of the busiest ever recorded in county history. In 1870, Cheyenne County was cut out of a much larger county named Shorter. The new county covered an area that was almost exactly the entire south half of the panhandle. Sidney was named the county seat.

In 1874, because of its location on the railroad, Sidney Barracks became the supply point for all military and Indian Department supplies destined for points to the north in the Pine Ridge. Soon after this decision was made, a wagon road was surveyed from Sidney to Camp Robinson in northwest Nebraska. The following year gold was discovered in the Black Hills of South Dakota. A railroad connection was needed to bring supplies to the miners, and more importantly, to carry gold to the banks on the coasts. With settlement in the Dakotas still at a minimum, the nearest railhead was Sidney. The road to Camp Robinson was extended and became the Sidney-Deadwood Trail, named for the towns on either end of the line. In 1876 the completion of a bridge over the North Platte River at Camp Clarke in present-day Morrill County greatly facilitated freighting endeavors on the trail. With such potential for business success, J.H. Dear of Sidney established a stage line to the Black Hills originating in Sidney. The stage stopped twice in present-day Cheyenne County: fifteen miles northwest of Sidney at the "waterholes", then at Greenwood Creek, five miles northwest of Dalton. The Camp Clarke bridge was the last stop before crossing the river and continuing north.

The huge amount of traffic on the trail and rails attracted people of all sorts to the southern Nebraska panhandle. The era was a wild one, with Sidney the hub of the raucous activity. A large number of successful and unsuccessful robberies led to a demand for increased military protection in the region. In 1878, Sidney Barracks was determined to be a pivotal location for protecting the railroad, so it was designated a permanent post, with the name changed to Fort Sidney.

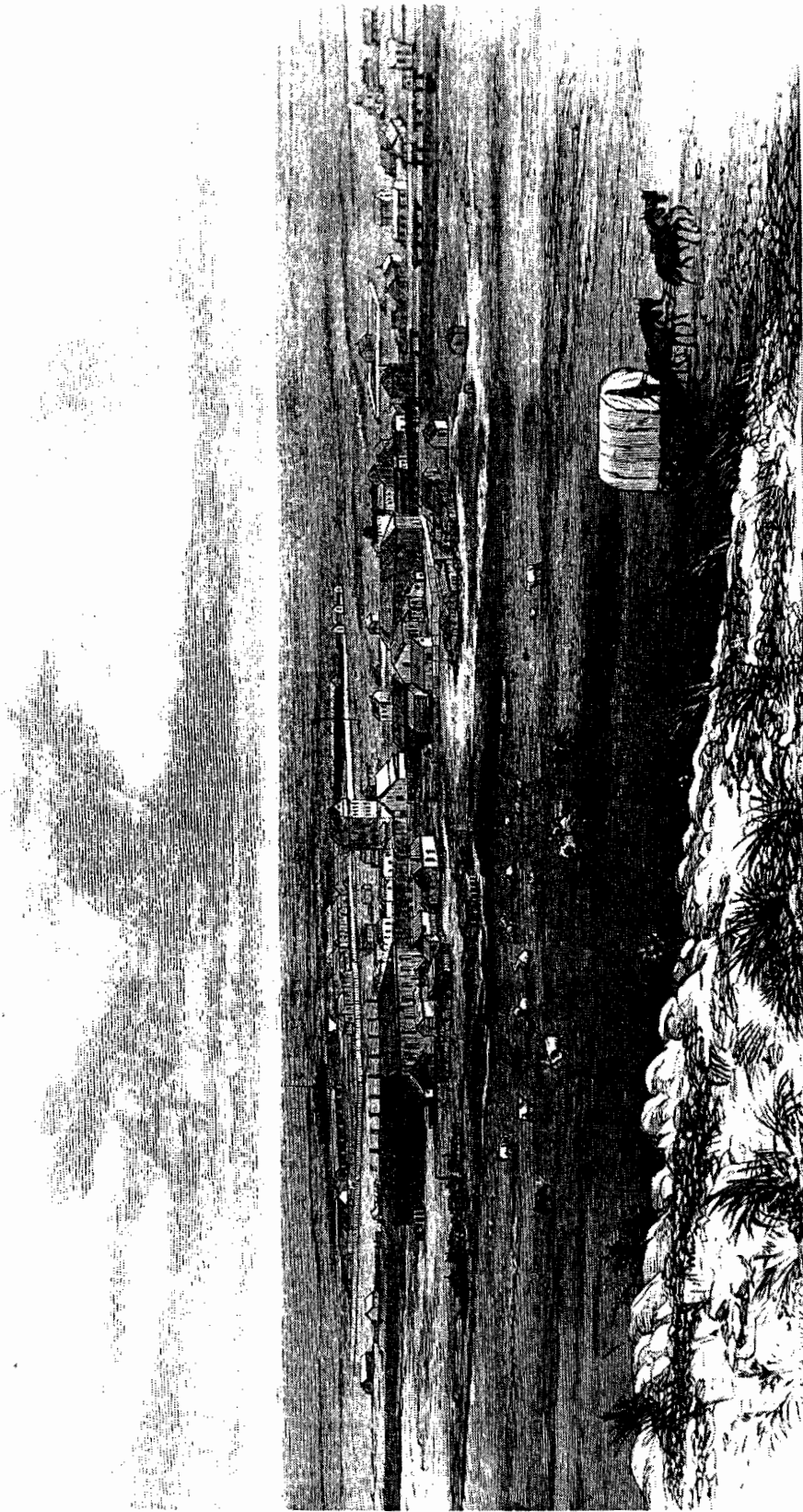


Fig. 5: View of Sidney from the Bluff, C1870

By the early 1880s settlement had spread significantly in northern Nebraska and the Dakotas and rail lines were beginning to span those areas. As service increased, the need for the Sidney-Deadwood Trail declined. Traffic slowed and eventually stopped on the trail, bringing to a close a very prosperous--and wild--period in the county's history.

The years of the 1880s were characterized by agricultural pursuits in Cheyenne County. In 1882, 300,000 head of beef cattle were recorded in the county, despite significant losses due to a severe winter the previous year.



Fig. 6: General View of St. George Cattle Company, Cheyenne County.
(Wyoming State Museum)

The first farmers began taking up land two years later, causing frequent conflicts with the area ranchers. This influx of settlers in the county resulted in its partitioning in 1888. Kimball, Banner, and Scotts Bluff Counties were created from the western third of Cheyenne County, and Deuel County was formed from the eastern third, leaving the middle third for Cheyenne.

Along with the national economic perils of the 1890s, Cheyenne County experienced its own set of gains and losses. Early in the decade Fort Sidney was slated for abandonment, but was given a reprieve when the Indians in the Pine Ridge fought once again for freedom, culminating with the battle of Wounded Knee. By 1894, skirmishes with Native Americans had subsided and Fort Sidney was abandoned. In counterbalance, however, the Burlington Railroad formulated plans to build through the county. In 1899 the Burlington formed a subsidiary, the Nebraska, Wyoming and Eastern Railroad, also known as the Alliance-Brush branch line. The purpose of the line was to connect the mines and coal fields of South Dakota and Wyoming to the smelter in Pueblo, Colorado. Sidney was named the construction headquarters and in 1900, the line was constructed north-south through the county, establishing the towns of Dalton, Gurley, and Lorenzo along the route. About this same time the Union Pacific began upgrading its tracks and roadbed to accommodate more

powerful locomotives and provide for faster travel. County residents could, for example, travel across the entire state to Omaha in one day.

The twentieth century brought prosperity to such a degree that yet another county was carved out of Cheyenne County. In 1909, Morrill County was formed from the northern portion of Cheyenne, giving the county its present day boundaries. This decade also witnessed the beginning of rural free delivery and the establishment of a double track along the Union Pacific line. Despite being cut in half geographically just a few years before, Cheyenne County experienced one of its greatest growth periods in the ten years beginning in 1910, almost doubling its population. The county's third courthouse was constructed between 1912 and 1914 and the Lincoln Highway built through the county between 1913 and 1920.

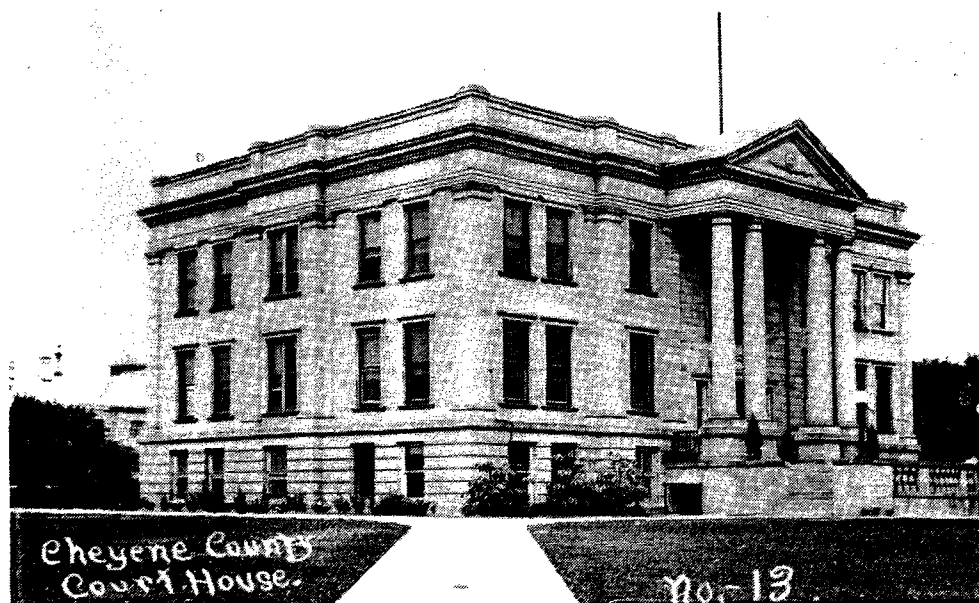


Fig. 7: Cheyenne County Courthouse circa 1914, (non-extant).
(Nebraska State Historical Society)

The 1920s saw cultural changes, with a considerable amount of Ku Klux Klan activity in the county. Economic changes were also prevalent. In addition to the decline of wheat prices following World War I, black rust destroyed the wheat crop in most of the county in 1923. Population continued to grow, but much more slowly than in the previous decade. By the 1930s, the marginal land that had been put under cultivation in the panhandle was suffering severely from the unrelenting drought. Population declined, brought out of its slump only by World War II.

Shortly after the beginning of the war, the United States Army had determined that there was a need for increased munitions storage capacity in the country. A site twelve miles northwest Sidney was selected for a munitions depot and 19,771 acres of farmland were acquired. Named the Sioux Ordnance Depot (SOD), the facility opened in 1942. Construction workers and the large number of civilian employees caused an enormous economic boom in the region. Entire housing subdivisions, including Ordville, adjacent to the depot, were constructed to accommodate the influx of people. The depot's mission was expanded slowly

over the years to include a variety of supplies and equipment. The name was changed to Sioux Army Depot (SAD) in 1962 to reflect this change in mission.

Adding to the prosperity in the county in the 1940s was the drilling of the first successful oil well in 1949. Located five miles southeast of Gurley, the well was sunk by Marathon Oil. The company began intensive drilling following the discovery and even more people moved to Cheyenne County.

The natural environment of the Great Plains was not to be overshadowed by the economy. One of the worst blizzards ever to hit the plains occurred in 1949, causing huge amounts of damage, especially in agriculture, and closed SOD for fifty-seven days.

Population growth continued in the decade of the fifties. In addition to SOD and Marathon Oil, construction of Interstate 80 along the north bank of the Platte River was begun in the later part of the decade and completed in the 1960s. Passenger service was curtailed on the railroads, but counteracted, at least in part, by the increased auto and truck traffic.

In 1963 ground was broken on SAD property for the launch control center for the Minuteman Missile Project. The next year, however, it was announced that SAD would close. In an effort to maintain economic activity in the area, the Sidney Occupational Training Center opened in the SAD facilities. Two years later the first classes were held in the former SAD facilities under the auspices of Western Nebraska Vocational Technical School (WNVTS). (The school's name was changed to Western Nebraska Technical College in 1971, and Western Nebraska Community College-Sidney Campus in 1988.) The depot officially closed in 1967. Another facility, the High Plains Agricultural Laboratory, which was allowed to utilize the area, opened that same year.

Beginning with the 1960s, the population of Cheyenne County began a steady decline. The closing of SAD, the decline in oil drilling, and the removal of passenger trains in 1971 all contributed to the decline. Despite the drop in population, the county constructed its fourth courthouse in 1968, demolishing the third one upon the completion of the fourth.

In the 1980s agriculture ranked as the county's largest industry. In addition to a substantial cattle industry, Cheyenne County was the state's largest producer of winter wheat. Railroad freighting took an upturn in the decade and the Union Pacific laid a second track parallel to the original track from North Platte through the county to Cheyenne, Wyoming. While the county and all of its towns continued to decline in population in the eighties, increased development has focussed on the Interstate highway, giving the county hope for growth in the nineties.

County Towns

Brownson (Bronson), located west of Sidney, was laid out by the Union Pacific Railroad in 1867 as a station along its line through the county. When a request was filed twenty years later for a post office to be located at the station, the name was changed to Bronson. The post office was short-lived, however, closing just eight years later in 1895. Brownson was always a small community, existing in the shadow of near-by Sidney. It gained

some prominence when the Sioux Ordnance Depot was built in 1942. The main highway access to the depot was through Brownson and for several years it provided services to the depot employees. Of particular note were the gas station and public school, both of which served the depot employees until SOD built its own facilities. With the closing of the depot, Brownson declined. The construction of the Interstate highway, which provides no direct access to the community, and its close proximity to Sidney furthered the decline of the town. Brownson was apparently never an incorporated community. There are no census records of its population.

Dalton, established in 1900, was a relative latecomer in Cheyenne County. The Burlington Railroad built through the county at that time, platting the town in the north central region and building a depot, section house, water tank, and stock pens. A school was built the following year and a post office the year after that. The town grew fairly quickly, reaching a population of almost 300 after only twenty years. This was reflected in its development, with new school houses built in 1908 and 1916, a bank established in 1908, and a water system with hand dug well and three windmills put into operation in 1914.

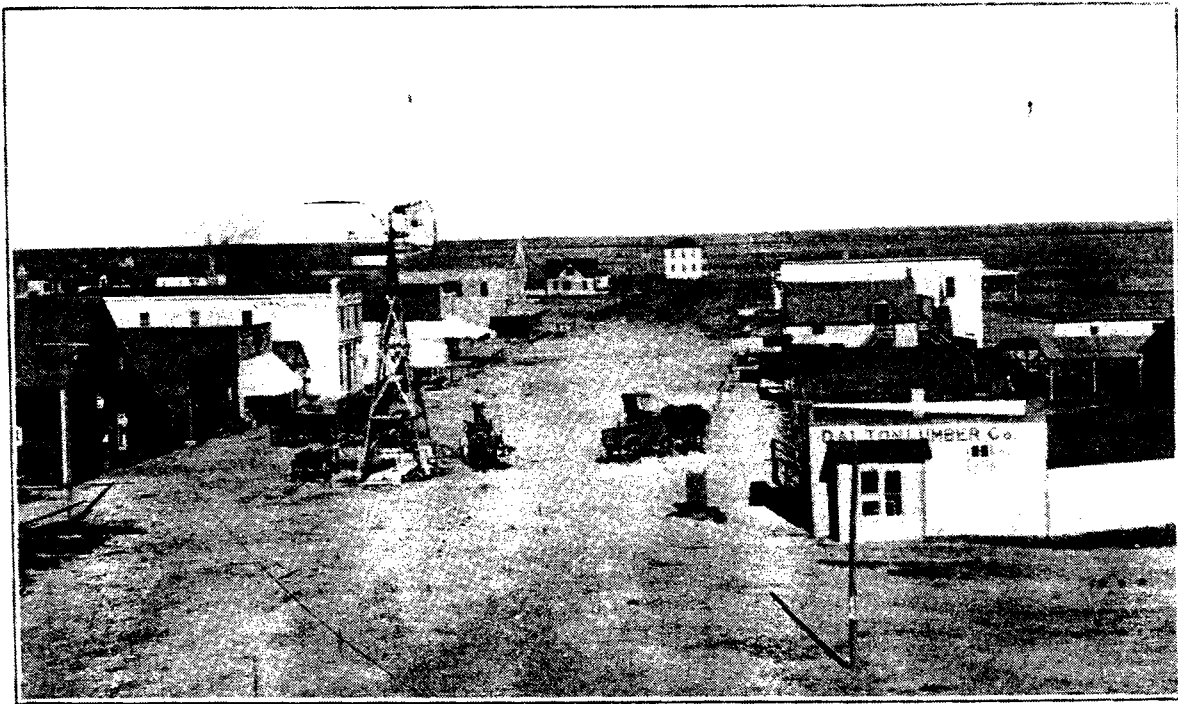


Fig. 8: Aerial view of Dalton, circa 1915.
(Nebraska State Historical Society)

The year 1914 also saw the town's first telephones. With the exception of its first decade, the town's greatest single growth period was during the 1920s. In 1921 an electric light plant was built. In 1925 a hospital was opened that would serve the community until 1967 and an addition was built onto the school in 1926. As in so many cases, however, the end of the decade heralded the depression of the thirties with a bank closing.

Dalton benefitted from the construction of SOD and oil discoveries and began a growth period in the forties. Four rural school districts consolidated with Dalton in 1947, increasing their school enrollment, and ultimately resulting in another addition to the school (1965). The town reached its peak population of 503 in 1960. In 1963, the Stramit plant opened, producing wall board and insulation out of compressed straw. Stramit closed in 1968. The hospital had closed the year before and the town went without a medical facility until a clinic opened in 1978. By that time population had dropped so much that the Dalton school system consolidated with Gurley, leaving the high school services for the consolidated system in Dalton. Located a considerable distance off of the interstate highway, Dalton is undoubtedly by-passed by many economic activities. The 1990 population was 282, the lowest recorded since 1910.

Located between Dalton and Sidney, **Gurley** founded in 1913, was one of the last towns to be established in Cheyenne County. A post office, lumber yard, and grain elevator were built the following year. During the next two years a hotel, bank, and school were opened, along with the Burlington depot. Telephone service was also established, and in 1920 a new depot was built. In 1921 a fire destroyed part of the business district, consuming a store, pharmacy, and garage.

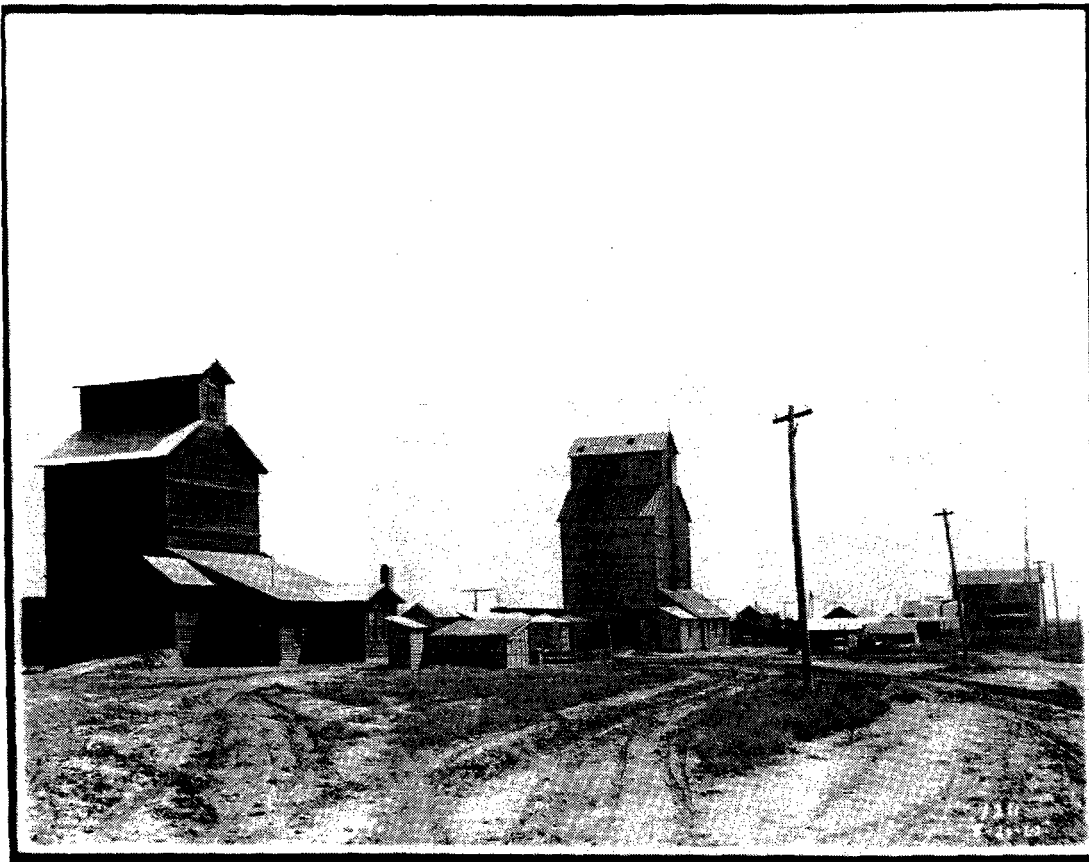


Fig. 9: Farmers Union Co-operative Association Elevators, Gurley.
(Nebraska State Historical Society)

Typical of the high plains, Gurley's population declined in the 1930s, and resumed growth in the forties. Like other parts of the county, Gurley benefitted from SOD and the oil boom, particularly the later. In 1949, oil was discovered just five miles southeast of the town. A new school was built in 1952 and in 1954 a new water tower was erected. Gurley reached its peak population of 329 in 1960. The town continued to improve its services with a new pump house in 1973 and a well in 1983. Population, however, dropped, and in 1978 the school district consolidated with Dalton, leaving the K-8 classes in the Gurley school. Like Dalton, Gurley is off of the primary transportation route in the county. It is also overshadowed by the much larger town of Sidney, only twelve miles to the south. By 1990 Gurley's population stood at 198, the lowest ever recorded.

Located on Lodgepole Creek in the eastern part of Cheyenne County, **Lodgepole** (spelled Lodge Pole until 1895) was founded as a station on the Union Pacific Railroad in 1867. The facilities consisted of a water station, a coal station, and a depot, all housed in railroad outfit cars. Cattle ranchers began to move into the area in the early 1870s and in 1876 the first signs of a true town emerged: a post office and a dry goods store were opened. A school building followed in 1880. The town was officially platted in 1884, with the original business district located on the south side of the tracks. Gradually the businesses moved east and around the corner, slightly shifting the center of town. The developing town displayed many stone buildings, resulting from the close proximity to the Minshall Quarry and the presence of lime and brick kilns in town.



Fig. 10: Lodgepole Opera House & Stone Hotel, circa 1905.
(Nebraska State Historical Society)

The 1890s were a time of growth for Lodgepole. A normal school began operation in the town, offering classes until Chadron State Normal School opened in 1911. The Stone Hotel opened for business during the decade as did a bank and blacksmith. Limited telephone service was also offered at the end of the decade. The era was not without mishap, however. Three stores at the south end of town burned down during the period.

Over the next ten years full telephone service was established, a new school was built, and a grain elevator was opened. By 1910 the town's population had grown to 245 people. Growth continued steadily over the next forty years, with only a slight decline during the 1930s. Lodgepole established its own light and water system in the teens and completed an addition to the school and opened an opera house in the same time period.

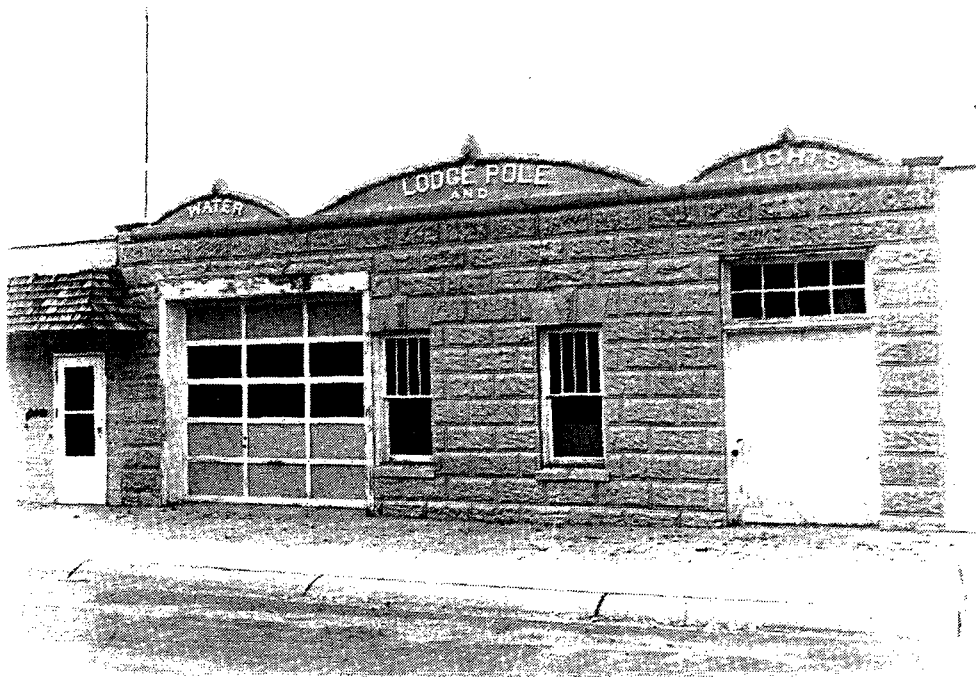


Fig. 11: Lodgepole Water and Light Building, (CN05-003).

Despite the hard times of the thirties, a new school was built in 1935. An airport was built in 1947. The largest population recorded was 555 resident in 1950. To accommodate the growth a new high school was built in 1959. Since that time the population of Lodgepole has continued to decline. The airport closed in 1970. The town is sixteen miles from Sidney, but perhaps the greatest problem is that the Interstate 80 exchange is over two miles away. The 1990 population was 368.

The area near **Lorenzo** located in the south central part of the county, was an early stage coach stop, complete with livery stable, repair shop, and grocery. The town was established in 1914 by the Burlington Railroad when it built south of Sidney. A unique boxcar depot was located in Lorenzo, along with a section house and maintenance building. It wasn't until the second decade of the twentieth century, however, that the town began to bloom. The first store was opened in 1915, followed by a grain elevator. A post office was

established in 1916 and bonds were issued for a new school in 1920. Before World War II state highway 19 was built, connecting Lorenzo with Sidney. The town has apparently never been incorporated and likely suffered in the twentieth century from its close proximity to Sidney. There are no census records of its population.

Potter, located in the western part of Cheyenne County, was founded by the Union Pacific Railroad, which built a station house there in 1870. The town was not formally platted until 1885 when a post office was also opened. By 1889 the new community also supported seven stores. Much growth took place after the turn of the century in Potter. Telephone service was begun in 1905, a bank opened in 1907, and a school building erected in 1912, with additions in 1919 and 1925. In 1912 the town also added sidewalks and a municipal light and water system. Seyfang Hall was built during World War I. By 1920 the population of Potter had swelled to 486, making it the second largest town in the county.



Fig. 12: Bird's-eye view of Potter, circa 1910.
(Nebraska State Historical Society)

The following decades were typical of Cheyenne County: growth in the twenties, decline in the thirties, and growth in the forties and fifties from SOD and oil development. The town's peak population of 554 was reached in 1960. During the prosperity of the fifties a new school was built and a sewer system installed. A new post office was built in the sixties, but population had already begun to decline, despite a fair distance from Sidney and a reasonable proximity to the Interstate. The 1990 population of Potter was 388, almost exactly matching the number of residents recorded at the end of the Great Depression.

The town of **Sidney** came into existence in 1867 when the Union Pacific Railroad platted the town to serve as a division point. The facilities included a depot, roundhouse, water tanks, and a section house. That same year Sidney Barracks was established by the United States Army to provide protection for the railroad. In 1868 the first structures were built



**Fig. 13: Post Commanders Home (1871), Ft. Sidney Historic District.
(LaVern Draper Photograph Collection)**

at the Barracks, located immediately south of the railroad station. The following year Sidney Barracks was selected for improvement, due to the abandonment of Fort Sedgwick in Colorado. The buildings were moved away from the station to a site a quarter mile to the southeast and new buildings were constructed. In 1871, materials and dismantled buildings from Fort Sedgwick were shipped to Sidney and more new buildings were erected. An irrigation ditch was also dug from the creek to the post, providing water for grass and gardens.

Apart from the Barracks, the town of Sidney began to take form in 1870 when it was named the county seat. A school building was put up in 1874 and a bank opened in 1876. The discovery of gold in the Black Hills of South Dakota in 1875 spurred further growth for the town. In 1876, J.H. Dear established a stage line from Sidney to the Black Hills and the town became a center for freighters leaving for the gold fields. In addition, it was the closest railhead for gold to be put on trains headed for banks on the coasts. In 1877 a fire destroyed much of the business district, but with the economy flourishing, the business owners quickly rebuilt. Adding to the prosperity was the decision in 1878 to make Sidney Barracks a permanent post, called Fort Sidney. This era in the town's history was often termed "wild", with a large contingent of soldiers, railroaders, freighters, cowboys, and bandits all roaming the streets looking for entertainment.



Fig. 14: Hickory St. looking east from 10th Ave., Sidney, circa 1880.
(Nebraska State Historical Society)



Fig. 15: General view of Sidney from the bluff, circa 1887.
(Nebraska State Historical Society)



Fig. 16: General view west side 10th Ave. between Illinois & Hickory, circa 1904.
(Nebraska State Historical Society)

The 1880s were a much calmer period in Sidney. Other railroads reached toward the Black Hills and the freighting and rail shipping to and from the gold fields declined. There was much construction at the fort from 1882-84 and the town even began limited telephone service in 1895, supporting its population of well over 1,000. In addition to the poor economic times of the 1890s, the United States government dealt Sidney another blow when, in 1894, it decided to abandon Fort Sidney. Five years later the fort's buildings and land were sold at auction and the town gradually built over the site of the fort, leaving only three of the buildings standing.

By 1900, the town's population had dropped to 1,001, but the new century promised success. The Burlington Railroad built into Sidney and selected the town as construction headquarters. Section houses, freight stations, a depot, coal chutes, and water tanks, were all built during the first years of the decade. With the return of prosperity many town improvements were made in the first twenty years of the century. Additions were made to the school, a new high school was built, and a Carnegie library opened. By 1918 cement sidewalks, a sewer system, light, power, heat, and full time telephone service were all in place. Construction on St. Andrews hospital was begun before World War I and continued during the conflict. By 1920 Sidney had grown to a population of 2,852 residents.

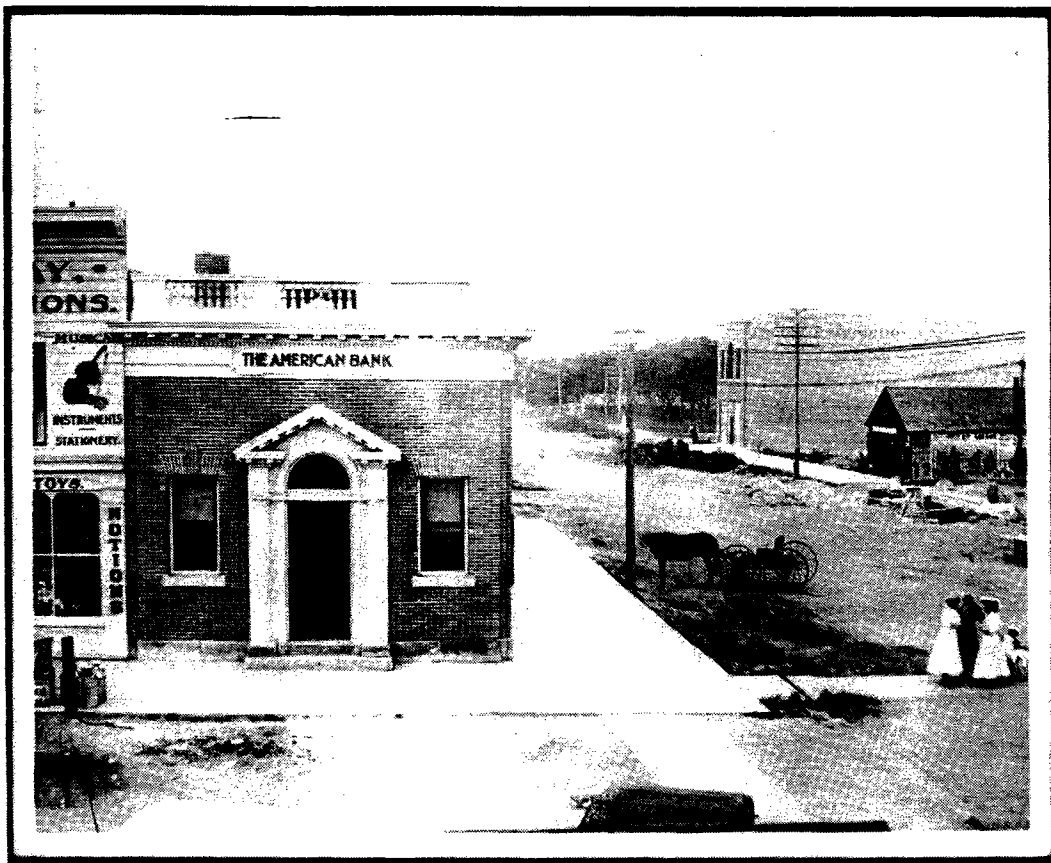


Fig. 17: General view looking south on 10th Ave., circa 1909.
(Nebraska State Historical Society)

Sidney continued to grow over the next four decades, even adding a few residents during the thirties. The town built a new grade school and the hospital was completed in the twenties. A municipal auditorium and a new high school were built in the thirties. With the advent of World War II, the Army established the Sioux Ordnance Depot (SOD), giving the town one of the biggest boosts in its history, (see World War II and Post-War Summary, p 107. In 1947 a new airport was built south of town. During the late forties and 1950s a huge amount of construction took place in the town, due to the presence of SOD, as well as the discovery of oil in the region. In addition to residences, many public buildings were constructed, including new school buildings and additions to old ones, a hospital, and the national guard armory.

In 1960, Sidney recorded its largest population ever--8,004 people. Since 1960 the town's population has steadily declined. The closing of the depot, renamed the Sioux Army Depot (SAD), in the mid-sixties was met with a flurry of proposals to utilize its facilities and bolster the economy of the town. In 1964, the Sidney Occupational Training Center opened in SAD and in 1966 Western Nebraska Vocational Technical School opened there. The depot officially closed in 1967, but the High Plains Agricultural Laboratory opened in the facility the same year. Despite these efforts, the closing had a significant impact on the town. The population of Sidney dropped to 6,403 in 1970. Adding to the economic woes was the closing of the Burlington depot in 1986. There has been some development on the southern outskirts of Sidney in recent years as the Interstate highway attracts increased traffic. Nevertheless, the town's population in 1990 had dropped to 5,959.

Sunol, located between Sidney and Lodgepole, started as a way station where passengers could board the Union Pacific. The town began to take shape around 1909 when the first house and first business, a tavern, were built. The post office was established in 1910, as was a grain and coal elevator. The bank was opened in 1915. By the end of World War I the community was thriving, with at least sixteen businesses in operation. Prosperity continued, with an unofficial population total of 117 in 1930. The depression hit Sunol hard, but the town managed to record a peak population of 299 in 1940. From that time on the coming of the Interstate, and, as with many of its neighbors, the town's proximity to Sidney, signaled its decline. The post office closed in the early 1970s. By 1986 Sunol still had a school with kindergarten through sixth grade, a grain elevator, and a trucking company. Its unofficial population was 57, although it was not recorded in any of the federal censuses in the second half of the twentieth century.

Towns No Longer in Existence

Athens	Higgins
Colton	Huntsman
Clara	Ickes
Dye	Laura
Garman	Leafdale
Henry	Sextorp

Rural Communities

While the word "community" often evokes images only of towns and cities, rural areas can also be considered communities. Regions develop in rural areas with their own particular characteristics and often with an isolated church, store, or meeting hall as a

focal point. While the following are the only two rural communities identified in Cheyenne County, many others may have existed over the years.

Union Center was located west of Gurley and Dalton. Its focal point was the Methodist Episcopal Church built there in 1898.

The **Weyerts** Community was located twenty-five miles northeast of Sidney. It was first settled in 1886, and focussed on a German Lutheran school and a church.

Population Characteristics

The decennial federal censuses of the population of the United States show Cheyenne County to be a relatively typical high plains county whose economy is based primarily on agriculture and service (see table). The population grew rapidly in the agriculturally favorable 1880s. A decline came with the poor economy of the 1890s and, somewhat atypically, carried over into the first decade of the twentieth century. When the county did recover, however, it was dramatic, with the population almost doubling between 1910 and 1920. Predictably, population grew in the twenties and declined in the thirties. The typical recovery and increase of population associated with World War II was accelerated in Cheyenne County by the presence of SOD. The oil boom added to the growth and perpetuated it into the fifties--a pattern typical of high plains areas associated with resource development. Since 1960 all the decennial censuses have shown decreases in population.

The 1880 federal census indicated that the largest number of foreign born persons in Cheyenne County were Irish, accounting for just over seven percent of the total population. The second largest group were people from Germany, accounting for almost six percent. The pattern changed in 1890, with the Germans accounting for over seven percent, people from Sweden, totaling three and one half percent, and the Irish and Bohemians each accounting for just over two percent. The pattern was similar for 1900 although the percentages were smaller. By 1910 the Germans were still first with almost six percent, the Swedes tied for second with the Greeks, at almost two and one half percent, Austrians third, and Danes fourth. The 1920 pattern almost was the same, with the Czechs replacing the Austrians in third place and the number of Greeks dropping dramatically. The percentage of these foreign born declined over the subsequent decades.

While people of many nationalities settled in all parts of the county, some areas were identified more closely with certain ethnic groups. The Czechs or Bohemians settled north of Potter and south of Sunol. The Swedes selected land in the area called the north divide and Danes on the south divide near Potter. Germans were found northwest of Lodgepole, southwest of Dalton, and south of Sidney.

Population of Cheyenne County

1870	190	1910	4,551	1950	12,081
1880	1,558	1920	8,405	1960	14,828
1890	5,693	1930	10,187	1970	10,776
1900	5,570	1940	9,505	1980	10,057
				1990	9,494

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GENERAL SUMMARY OF SURVEY RESULTS

Introduction

The Cheyenne County NEHBS project consisted of reconnaissance level re-survey, selected thematic surveys and preparation of a National Register nomination. As part of the re-survey, preliminary evaluation of all properties with respect to the NESHPO planning document, "Historic and Prehistoric Contexts in Nebraska," was performed.

Thematic surveys were conducted on Czech-American Settlement, the Lincoln Highway, and World War II and Post-War resources (including Sioux Ordnance Depot). Results of these studies are summarized in the Thematic Survey section of the report beginning on page 88.

Project Objectives

Objectives identified in the Research Design for the Cheyenne County NEHBS were developed to utilize the enormous amount of data generated through fieldwork. This data was added to existing information thereby evolving our broad understanding of historic buildings on a statewide level. The survey provides a preliminary characterization of historic resources throughout the county, serves as a basis for evaluating the significance of historic buildings, and identifies properties eligible for National Register listing.



Fig. 18: Draper Sod House, rural Cheyenne County, (CN00-271).

Secondary objectives of the survey included: the identification of specific properties or geographic areas which, in the event of an intensive survey, would contribute useful information to the context of Nebraska's historic architecture; the identification of specific property types; the identification of construction methods which relate to, or are unique to those already recorded in the NEHBS database, and the expansion of knowledge regarding ethnic settlement, and building technologies.



Fig. 19: John Gillespie House, C1909, (CN00-001).

In addition to these objectives, the Research Design for survey activities identified other goals which are reprinted below.

- A. The coverage of approximately 325,000 acres (507 square miles) in the county. In addition, each street of the eight extant Cheyenne County communities would be surveyed using reconnaissance survey methods.
- B. Identification of at least 200 properties worthy of nomination to the National Register of Historic Places.
- C. The nomination of the Sidney Historic Business District to the National Register of Historic Places.
- D. Evaluating by the following hierarchy those properties which are eligible (E) or potentially eligible (P) for listing in the National Register, and those properties which contribute (C) to the database of extant material resources in the county.

Survey Results

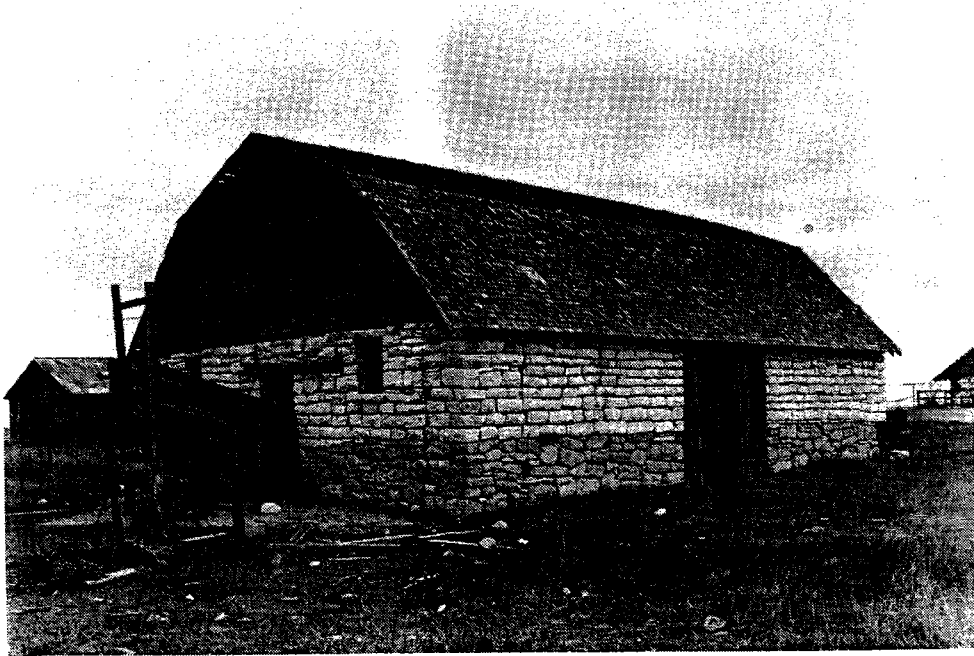


Fig. 20: Limestone barn, rural Cheyenne County, (CN00-186).

A post-survey review of these goals illustrates the success of the Cheyenne County NEHBS. Each street of the eight communities and nearly every rural road was surveyed using reconnaissance survey methods. The number of properties recorded during the survey satisfied preliminary estimates stated in the Research Design: 3,344 contributing buildings, structures, objects and sites were documented on 757 individual properties.

The survey canvassed approximately 534 square miles (341,680 acres) and identified 268 properties eligible or potentially eligible for listing in the National Register of Historic Places. These numbers are testimony to the favorable levels of historic integrity retained by most of the Cheyenne County communities. Alterations were present in some cases, but the overall historic integrity of the towns was impressive. The large volume of recorded properties can also be attributed to the comprehensive nature of the project.

GENERAL HIGHWAY MAP
CHEYENNE COUNTY
NEBRASKA

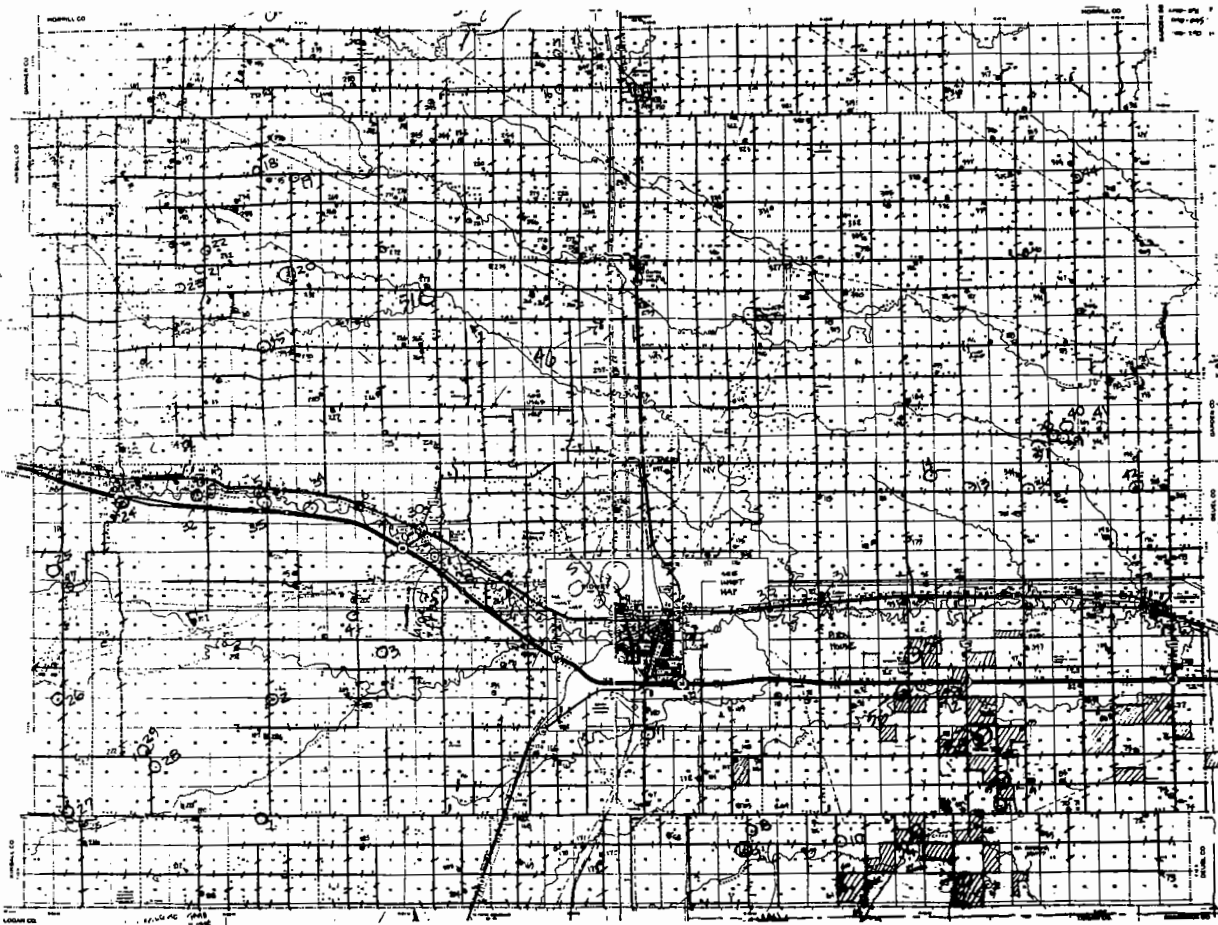


Fig. 21: Cheyenne County rural field map with marked roads showing coverage of survey.

The survey of Cheyenne County has produced documentation on a diverse collection of historic buildings. The diversity of these resources is evident in the broad range of Historic Contexts associated with the surveyed properties. The list of Historic Contexts represented in the survey data is included on the following page. These contexts are defined by the NESHPO (Historic Contexts in Nebraska--Topical Listing, 1989). Completed Historic Context Reports in the NESHPO Cultural Resource Plan are indicated in bold type.

Historic Contexts in Cheyenne County

Religion: (02)

- Religious/Ceremonial
- Roman Catholic Church in Nebraska
- The Czech Catholics in Nebraska
- Lutheran Church in Nebraska
- Presbyterian Church in Nebraska
- Christian Church in Nebraska
- Methodism
- Episcopal Church in Nebraska

Aesthetic Systems: (03)

- Sculpture

Government: (04)

- Local
- County
- State
- Federal Government
- United States Military

Associations: (05)

- Service Associations
- American Legion

Education: (06)

- Schooling
- Rural Education
- Elementary Education
- High Schools and Secondary Education
- Colleges and Universities
- Vocational/Technical Training
- Carnegie Libraries in Nebraska

Diversions: (07)

- Recreational Areas in the High Plains
- Entertainment
- Opera Houses Built in Nebraska

Agriculture: (08)

- High Plains Cash Grain, and Livestock Production

Extraction: (09)

- Limestone and Sandstone Industries
- Oil

Commerce: (12)

- Retail Commerce in the High Plains Region
- Grain Handling and Storage

Transportation: (13)

- Sidney-Black Hills Trail
- Roads
- State Highways
- Federal Highways, The Lincoln Highway
- Union Pacific
- Burlington Railroad

Communication: (14)

- Postal
- Telephone Communications

Services: (15)

- Public Utilities
- Health Care
- Professional
- The Age of Main Street Banking, (1889-1920)

Settlement: (16)

- Dwelling in Dispersed and Clustered Settlement

Ethnic Groups: (18)

- Norwegian-Americans in Nebraska
- Swedish-Americans in Nebraska
- Czech-American Settlement in Nebraska

Historic Contexts and Preliminary Inventory of the Cheyenne County Survey

The following provides a brief description of historic contexts as related to buildings recorded during the Cheyenne County survey. Only contexts associated with buildings recorded during the survey are discussed; particularly those judged eligible (DOE: E) or potentially eligible (DOE: P) for National Register listing. Summaries of historic contexts are followed by photographs of eligible and potentially eligible properties in Cheyenne County. Photograph captions include site numbers, approximate dates of construction, locations, and statements of significance. Also included are photographs of buildings already listed in the National Register.

A reconnaissance-level survey of historic buildings in Cheyenne County was performed by the NESHPO in 1975. This preliminary survey identified 227 contributing properties throughout the county including churches, schools, lodge halls, city buildings, parks, commercial buildings, gas stations, banks, office buildings, and houses. A complete resurvey of these properties was included in the 1993 Cheyenne County survey. Data entry forms printed from the NEHBS database were used in the field to add or delete relevant information and record National Register evaluations. Previously surveyed buildings that were determined eligible for listing during the current contract are included in the inventory along with the newly surveyed properties.

Historic Context: Religion

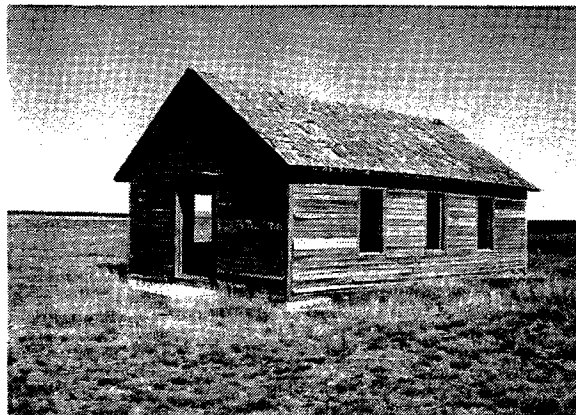
Religion refers to cultural manifestations relative to an acknowledged deity and includes entities such as organizations and sacred places. In terms of historic resources, this includes churches, parsonage-rectories, cemeteries, fellowship halls, and schools.

The 1993 Cheyenne County survey recorded eighteen (18) religious properties. In addition to these, eighteen (18) buildings previously recorded by the NESHPO were re-surveyed. Of the thirty-six (36) total properties, seven (7) were judged eligible for listing in the National Register and are included in the following preliminary inventory.

The large number of religious buildings surveyed reflects the cultural importance placed upon organized worship during the Settlement and Expansion (1867-1890) and Development and Growth (1890-1920) periods in Cheyenne County. These properties represent a variety of artistic, historical and cultural influences. Churches ranged from hall-type buildings such as the Smyrna Swedish Evangelical Lutheran Church (CN00-023) to more elaborate high style structures such as the First Methodist Church (CN09-024) and Christ Episcopal Church (CN09-042) in Sidney.

NEHBS NUMBER: CN00-023 Rural
DATE: C1890
NAME: Smyrna Swedish Ev. Lutheran Church

Identified as a potentially rare example of vertical log construction in Nebraska. The Smyrna church is a one-story hall-type church with a gable roof and wood clapboard siding. This church is eligible for National Register listing based on its association with Swedish-American settlement and for its possible use of vertical log construction.



NEHBS NUMBER: CN09-024 Sidney
DATE: 1919
NAME: First Methodist Church

Well-preserved brick church with a raised foundation and Neo-Classical style details. Located on the northwest corner of the courthouse square in Sidney, this church has served as a visual landmark in the business district since its construction. Considered eligible as a focal point of religious worship in Sidney and as an example of church facilities built during the end of the Development and Growth period (1890-1920) in Nebraska.



NEHBS NUMBER: CN09-033 Sidney
DATE: 1948
NAME: St. Patrick's Recreation Building

Associated with the St. Patrick's Catholic Church, this facility is a center of social and recreational center for the church and community. Built in 1948 by E.W. Ward of Sidney, this brick two-story hall with a raised foundation was designed with minimal detailing and eaveless gable roofs. Potentially significant as a religious recreational building constructed during the Post War period (1946-present) in Cheyenne County.

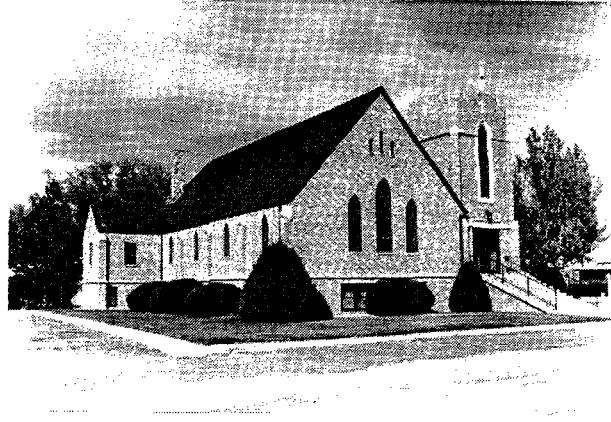


NEHBS NUMBER: CN03-033

DATE: 1949

NAME: Trinity United Ev. Lutheran Church

Potentially eligible as a well-preserved brick church constructed during the locally significant Post-War growth period in Cheyenne County. The pointed arch windows and corner bell-tower entry are reminiscent of English Gothic Revival style architecture.



NEHBS NUMBER: CN08-017

Potter

DATE: 1895

NAME: First Evangelical-Lutheran Church

Frame and stucco church with front bell tower entry, Gothic pointed arch windows, and gable roof. Potentially significant as a focal point of religious worship in Potter and as an example of churches built during the beginning of the Development and Growth (1890-1920) in Cheyenne County.



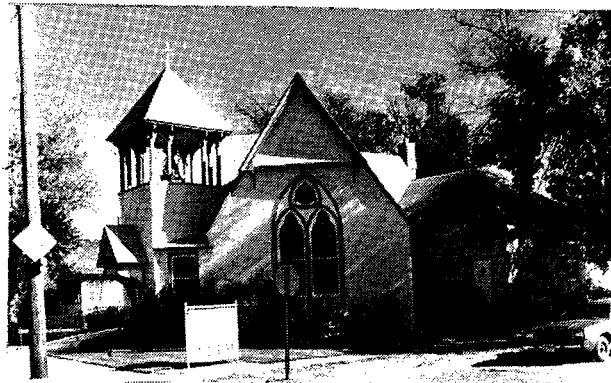
NEHBS NUMBER: CN09-043

Sidney

DATE: 1888, C1920

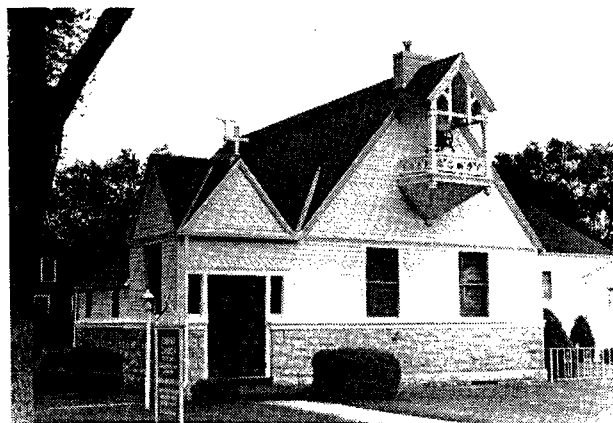
NAME: Old Holy Trinity Lutheran Church

Frame and stucco "L-shaped" church whose most notable features are its exposed central bell-tower entry and early english foliated arch windows. Potentially significant for its role in Sidney's religious worship and for retaining a high degree of historic integrity.



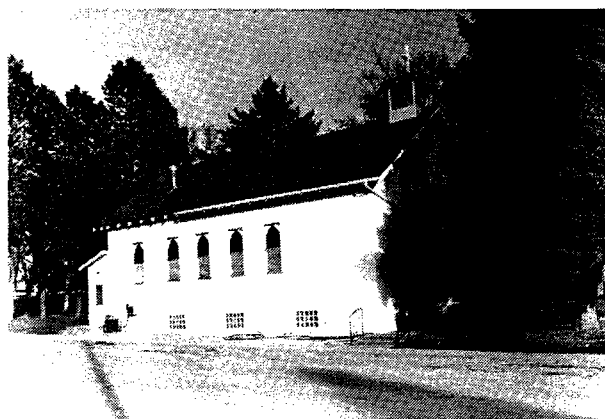
NEHBS NUMBER: CN09-042 Sidney
DATE: 1886
NAME: Christ Episcopal Church

Although architectural integrity has been compromised by a large 1950 addition to the rear facade, Christ Episcopal is significant for its role as the mission church for Fort Sidney during the Settlement and Expansion period (1867-1890). Members of the church from this period included Native American soldiers, of the Pawnee Tribe. Designed by architect F.M. Ellis of Omaha, Nebraska, the most notable physical feature is the Victorian style wooden shingles of various patterns.



NEHBS NUMBER: CN05-021 Lodgepole
DATE: 1917, 1922
NAME: Sacred Heart Catholic Church

Stucco hall-type church constructed in 1917 with Craftsman style details. Potentially significant for its association with Czech-American settlement during the period of Development and Growth (1890-1920) in Cheyenne County.



Historic Context: Government

Government refers to both established government and competition between interest groups for leadership at the local, state or national levels. Associated buildings include post offices, courthouses, community halls, and fire stations. Typically, not many of these buildings are surveyed because a small community, for example, has only one post office or town hall.

The 1993 Cheyenne County survey recorded thirty-three (33) buildings related to government. In addition, six (6) properties previously recorded by the NESHPO were re-surveyed. Of the thirty-nine (39) total Government properties surveyed in Cheyenne County, the Gurley Jail and Sidney Post Office were judged eligible for National Register listing and are illustrated below.

Two historical events initiated by the United States Government have had a significant impact on Cheyenne County. In 1867, the government established a military camp in Sidney known as Sidney Barracks (later Fort Sidney) and in 1942 the Sioux Ordnance Depot was created seven miles west of Sidney by the United States Army.

The United States Cavalry first occupied a temporary camp known as Sidney Barracks in the summer of 1867. It served as a subpost to Fort Sedgwick (Colorado) and its primary mission was to protect construction crews during the building of the Union Pacific Railroad. For nearly two years the troops lived in a tent camp on a hill on the north end of 10th Avenue. The only permanent structure associated with the barracks was a two-story limestone blockhouse. Local sources have indicated that the blockhouse is still extant and a two-story limestone building was surveyed on the northeast corner of 10th and Elm streets (CN09-350) near the location of the first encampment. However, local historians are debating the correlation between the house and the former blockhouse known as Camp Lookout.

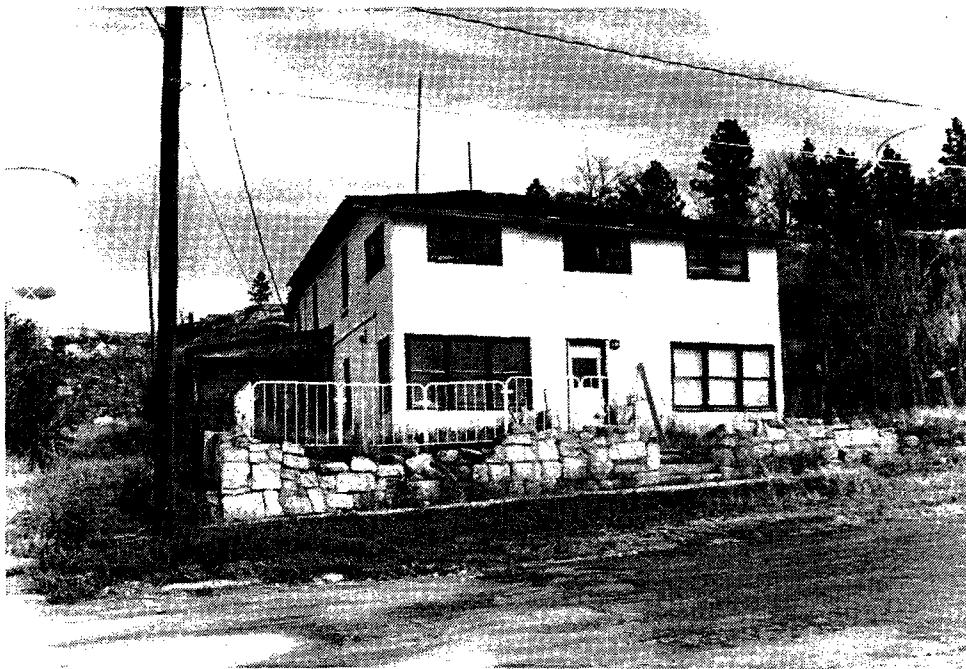


Fig. 21: Two-story limestone building possibly known as Camp Lookout (CN09-350)

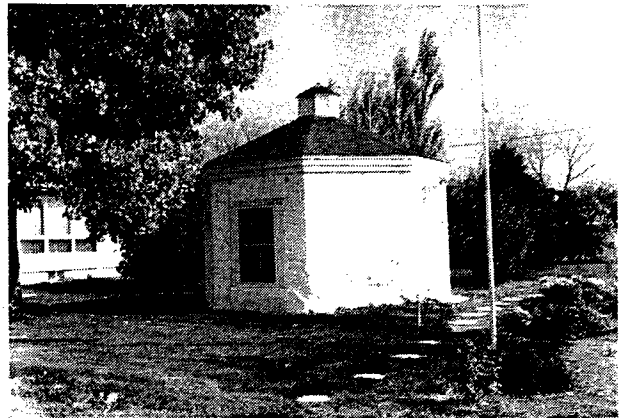
In 1869, Sidney Barracks was relocated to a permanent site southeast of Sidney which had come into existence along with the post's establishment. Sidney Barracks officially became Fort Sidney in 1874. That same year, Gen. George A. Custer led an expedition that confirmed the discovery of gold in the Black Hills of the Dakota Territory. The great rush of prospectors led to conflict with the native Sioux tribes and Fort Sidney became an important military reservation in the region. The fort formed a buffer between the conflicts in the Dakota Territory to the north and the settled regions of Nebraska to the

south. The fort was maintained until 1894 when the conflicts subsided and the military abandoned the facility. The fort was turned over to the Department of the Interior and public sale of the lands were held in 1896. The buildings of the fort were purchased by local citizens and disassembled for salvage lumber. However, three buildings associated with the fort are still extant (see inventory below) and were listed on the National Register of Historic Places in 1973.

A second significant event initiated by the federal government occurred in the Sidney vicinity seventy-five years after Fort Sidney. In 1942, the United States Army established the Sioux Ordnance Depot to alleviate a nationwide shortage of ammunition storage facilities prompted by World War II. The depot was located on the north upland tables of Lodgepole Creek in central Cheyenne County. The southeast corner of the depot was approximately five and one-half miles north and one mile west of Sidney. The depot encompassed 19,725 acres in all or portions of 34 sections of land. The facility served as both an ammunition storage depot and a back-up depot for general supplies for the Ordnance Department. In 1964, plans were announced to phase out operations at the depot and it officially closed in 1967. A thematic survey of World War II and Post-War resources in Cheyenne County was performed during the 1993 NEHBS. A summary of the survey results begins on page 107.

NEHBS NUMBER: CN09-001 **Sidney**
DATE: 1887
NAME: Powder Magazine at Fort Sidney

Listed on the National Register in 1973 as part of the Fort Sidney Historic District. The powder magazine was one of the last additions to the fort. Constructed in 1887 of limestone, this structure is octagonal-shaped and originally featured a tin roof. When the powder magazine was listed in 1973, a frame addition was attached on the south side and the magazine was used as a bedroom. Since that time, the wing has been removed and the magazine is once again a free-standing structure.



NEHBS NUMBER: CN09-003 Sidney
DATE: C1870
NAME: Fort Sidney Post Commander Office

Listed on the National Register in 1973 as part of the Fort Sidney Historic District. The two-story frame house was constructed approximately 1870 for use as the post commander's office and house and is a well-preserved example of Greek Revival style architecture in Nebraska. The Cheyenne County Historical Association acquired the house in 1961 and completed restoration in 1967.



NEHBS NUMBER: CN09-005 Sidney
DATE: 1884
NAME: Fort Sidney Bachelor Quarters

Listed on the National Register in 1973 as part of the Fort Sidney Historic District. The Bachelor Quarters duplex was constructed in 1884. This building is a one-and-one-half story duplex with a one-story kitchen wing at the rear. Significant for its association with the protection of Union Pacific railroad construction crews and settlers in the Lodgepole Creek valley. The Bachelor Officer's Quarters has been restored and now serves as the Cheyenne County Historical Museum.



NEHBS NUMBER: CN04-036 Gurley
DATE: C1913
NAME: Abandoned Gurley Jail

A rare extant building type in Cheyenne County which dates to the platting of Gurley in 1913. The extremely small rectangular jail was built by a process in which wooden forms were used to mold a poured cement mixture. The forms were then removed when the cement hardened. Significant as a jail constructed during the Development and Growth period in Cheyenne County (1890-1920).



NEHBS NUMBER: CN09-058 Sidney
DATE: 1933-34
NAME: U.S. Post Office

Sidney's U.S. Post Office was constructed in the 1930's by Olson Construction Co. as a one-story brick and limestone building. Neo-Classical style detailing was implemented to produce an impressive example of governmental architecture. Potentially significant as an important resource in the study of twentieth-century post offices in Cheyenne County and Nebraska.



Historic Context: Education

Education refers to any act or process which imparts the acquisition of knowledge. Buildings associated with this theme include schools, libraries, and museums. The 1993 Cheyenne County survey recorded ten (10) Education buildings including elementary, high schools, and rural schools. In addition, thirteen (13) buildings previously surveyed by the NESHPO in 1975 were re-surveyed. Of the twenty-three (23) total buildings, nine (9) are included in the inventory as eligible for National Register listing.

Previous NEHBS fieldwork has identified two main building types: one-room frame hall-type schools, and large brick "modern" schools. One-room hall-type schools have been frequently surveyed in rural Nebraska. These modest frame buildings were typically the first schools constructed in rural areas during the early settlement era. Common features of this type include one-story, rectangular-shaped plans with a gable-end entry. Eleven hall-type schools were recorded in Cheyenne County. Significant examples include Leafdale District #86 School (CN00-133), Rush Creek District #14 School (CN00-191), and CN00-019, CN00-112, CN00-220, CN00-293.

The second type of school is the "modern" school -- a larger brick building generally found in towns. Built between 1915 and 1935, these schools are two stories in height with raised basements and are located on an entire city block. Examples in Cheyenne County include public schools in Brownson (District #75, CN01-001), Sunol (CN10-003), Lodgepole (CN05-024), and Lorenzo (CN06-001).

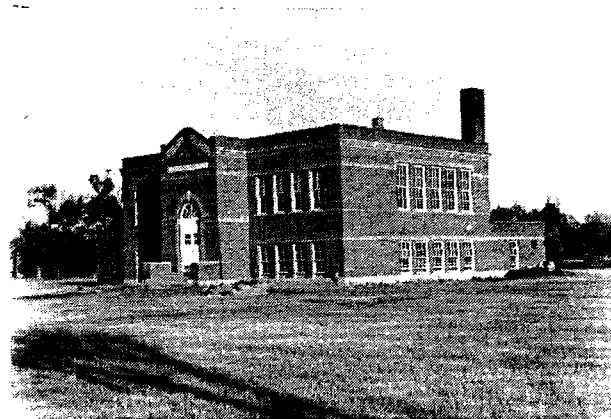
NEHBS NUMBER: CN09-017 Sidney
DATE: 1913-17
NAME: Sidney Carnegie Library

Listed on the National Register of Historic Places in 1991 for its association with Carnegie sponsored libraries constructed throughout Nebraska during the early twentieth-century. Exemplifies Mission and Prairie architectural styles in facade details.



NEHBS NUMBER: CN01-001 Brownson
DATE: 1922
NAME: Former District #75 School

Although now used as a storage facility, this one-and-one-half story brick school is potentially significant as an early example of the "Modern" school building. These buildings were constructed during the early twentieth century, replacing the small frame hall-type schools built during initial settlement.



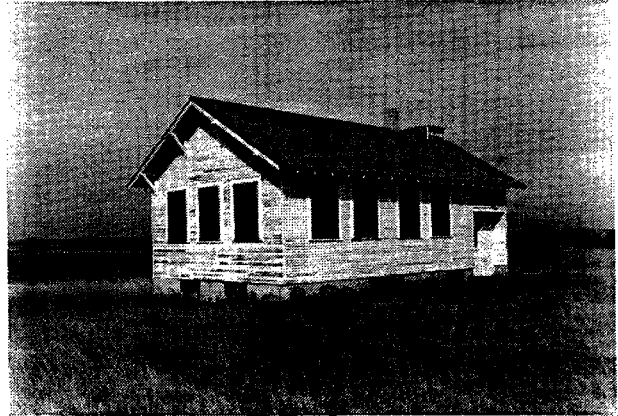
NEHBS NUMBER: CN00-017 Rural
DATE: C1905
NAME: School

Despite deterioration, this cement block and stucco building is important to the study of rural schools in Cheyenne County. Potentially significant for its association with public education during the period of Development and Growth (1890-1920) in Nebraska.



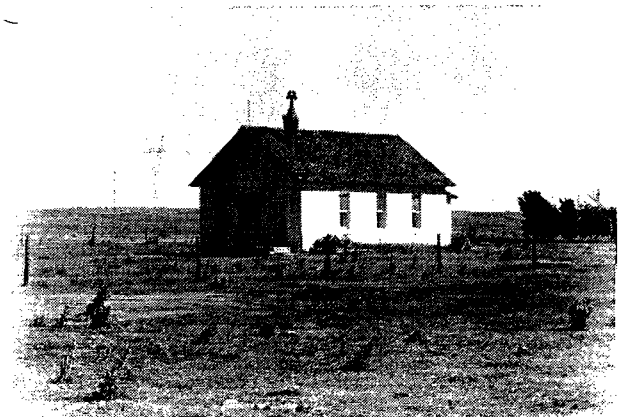
NEHBS NUMBER: CN00-019 Rural
DATE: C1917
NAME: School

Despite abandonment, this frame hall-type school with Craftsman style details retains its historic integrity. Potentially significant for its contribution to the study of hall-type schools and the advancement of rural education during the period of Development and Growth (1890-1920) in Cheyenne County.



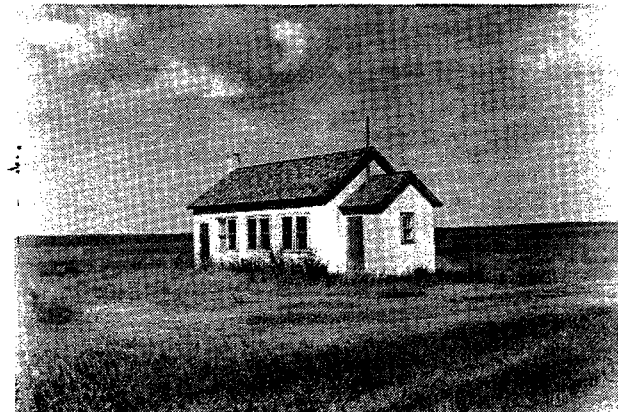
NEHBS NUMBER: CN00-112 Rural
DATE: C1900
NAME: Former School

Although abandoned, this one-story stone and stucco hall-type school is well-preserved. The building is important to the study of stone construction in the High Plains region of the state. Considered potentially significant as a rural school built during the period of Development and Growth (1890-1920) in Cheyenne County.



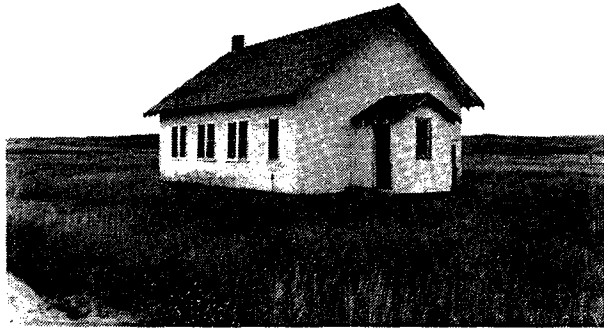
NEHBS NUMBER: CN00-133 Rural
DATE: C1915
NAME: Leafdale District #86 School

One-story abandoned school with frame and stucco exterior and a gable roofed entry vestibule. Potentially significant as a rural school built during the period of Development and Growth (1890-1920) in Cheyenne County.



NEHBS NUMBER: CN00-191 Rural
DATE: C1915
NAME: Rush Creek District #14 School

Abandoned one-story frame and stucco school that exhibits Craftsman style detailing with its exposed rafter ends. Found to be potentially significant for its contribution to the study of rural schools in Cheyenne County.



NEHBS NUMBER: CN00-220 Rural
DATE: 1908-09
NAME: Abandoned Teacherage & Dist. #101 School

Potentially significant as a rare example of a rural school and teacherage constructed during the Development and Growth period (1890-1920). The site contains five frame buildings including two outhouses, a shed, a one-story house, which served as the teacherage, and the hall-type school.



NEHBS NUMBER: CN00-293 Rural
DATE: C1917
NAME: Former School

One-story brick hall-type school with Craftsman style exposed rafter ends and a frame and stucco entry. Potentially significant for its association with rural education during Nebraska's Development and Growth period (1890-1920) in Cheyenne County.



NEHBS NUMBER: CN09-205 Sidney
DATE: 1927
NAME: Former Smith-Hughs Vocational
Agriculture Building

Constructed in 1927 as a vocational agriculture building, this one-story brick facility has a two-story addition to the rear. Purchased in 1937 by Pete Barker, it was converted into a cleaners, which is still in operation. Considered potentially significant for its association with vocational education in Cheyenne County during Nebraska's period of Spurious and Economic Growth (1920-1929).



Historic Context: Diversion

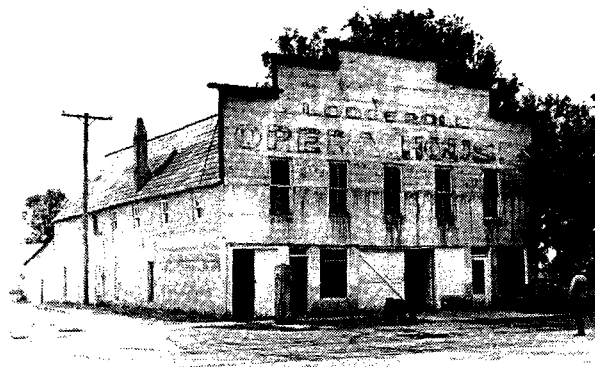
Diversion generally refers to any activity which relaxes and amuses; such as recreation, entertainment, sport and travel. A broad range of buildings fall under this context including movie theaters, taverns, fairgrounds and parks. The 1993 Cheyenne County survey added three (3) properties to the five (5) properties surveyed in 1975. Of the eight (8) Diversion buildings recorded to date, three (3) are included in the inventory as eligible for National Register listing. In addition, the Lodgepole Opera House (CN05-001) is listed in the National Register as part of a multiple property listing of Nebraska Opera Houses.

Limited numbers of properties associated with Diversion are found during historic buildings surveys. This may be caused by a lack of population as well as historic changes in recreational activity. Popular forms of entertainment changed rapidly and buildings were often adapted to other uses. In addition, entertainment activities often occurred on the second floor of "Main Street" commercial buildings thereby eliminating the need for a separate building for recreation purposes.

One of the more important aspects of the Cheyenne County NEHBS was a thematic survey of the Lincoln Highway. The Lincoln Highway, the nation's first transcontinental highway, played an important role in commercial development in the Lodgepole Creek valley. Buildings associated with the highway were assigned Commerce, Transportation, or Diversion historic context numbers. A summary of the Lincoln Highway thematic survey begins on page 88.

NEHBS NUMBER: CN05-001 Lodgepole
DATE: 1911
NAME: Lodgepole Opera House

Listed on the National Register of Historic Places in 1988 as part of a state-wide multiple property nomination of opera houses. The two-story, false-front commercial building was constructed by Frank Isenberger in 1911 as a garage, with the opera house located on the upper floor. The garage serviced automobiles that were traveling the Lincoln Highway, which eventually became Highway 30. The opera house has a stage and projection booth, added later when it was used to show motion pictures.



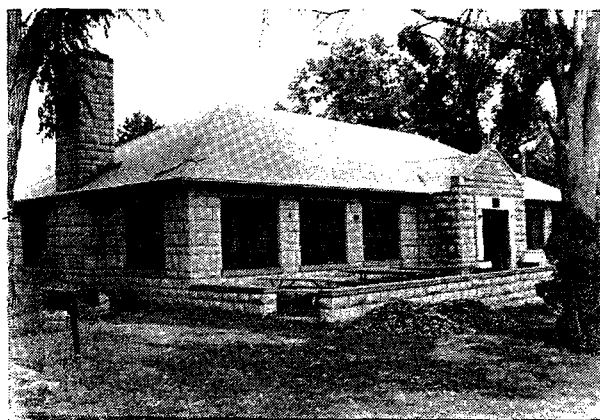
NEHBS NUMBER: CN08-065 Potter
DATE: C1937
NAME: Community Recreation Hall

A one-story brick and stucco community recreational hall that serves as a center of social activities in Potter. Potentially significant as a recreational hall constructed during the Great Depression era (1929-1941).



NEHBS NUMBER: CN09-039 Sidney
DATE: 1936
NAME: Sidney American Legion Park

Established in 1936 by Sidney's American Legion Association, the park has since been the center of outdoor recreation in the community. Recently however, the park's historic integrity has been compromised by the Lodgepole Creek flood control project. The most significant building in the park that retains its historic integrity is the stone recreation hall that was constructed by the Works Progress Administration. The stone was reused from the Central School building which was gutted by fire in 1937.



Historic Context: Agriculture

The theme of agriculture is obviously of great variety and importance to Nebraska. As a predominantly agricultural state, Nebraska's economic well-being is largely dependent upon crop and livestock production. Cheyenne County's settlement was greatly influenced by the agricultural success of the early homesteaders. The importance of agriculture to the county is indicated by the 187 properties surveyed that relate to this theme. The 187 properties, generally farmsteads, contained 1,093 contributing resources such as stock barns, granaries, corn cribs, machine sheds, and farmhouses. Twenty-seven (27) of these properties were preliminarily recorded in 1975. Sixty-two (62) of the 187 agricultural properties were identified as potentially significant for association with High Plains farming.

The farmsteads included in the survey are important resources associated with the history and settlement of Nebraska. The majority of Cheyenne County's farms date from 1890 to 1930. However, the continued existence of the surveyed farmsteads is uncertain: thirty-four percent of the 187 properties surveyed were abandoned. Also, historic research revealed that a large number of farmsteads which appeared on early county atlases are gone--primarily because of crop land expansion and technological advances.

Particular emphasis was placed on the observance of farm properties relating to High Plains Cash Grain, Livestock, and Potato Production (08.07). This was identified by the NESHPO as the predominant type of agriculture practised in Cheyenne County (see Historic Contexts in Nebraska--Topical Listing, 1989). All but two of the potentially eligible properties are photographically portrayed below. These properties, St. George Cattle Company (CN00-033) and the Con McCarty Ranch (CN00-351) were obscured from reconnaissance photography.

NEHBS NUMBER: CN00-045 Rural
DATE: C1888, C1900
NAME: Daniel Herboldsheimer Ranch

The Daniel & Sarah Herboldsheimer Ranch was listed in the National Register in 1990 and is architecturally significant on a state-wide level as a well-preserved example of an early Nebraska ranch. The property is important for its associations with folk building traditions in that it reflects the availability of materials and technology utilized by an early settler in the establishment and development of a ranch in the High Plains region of western Nebraska.





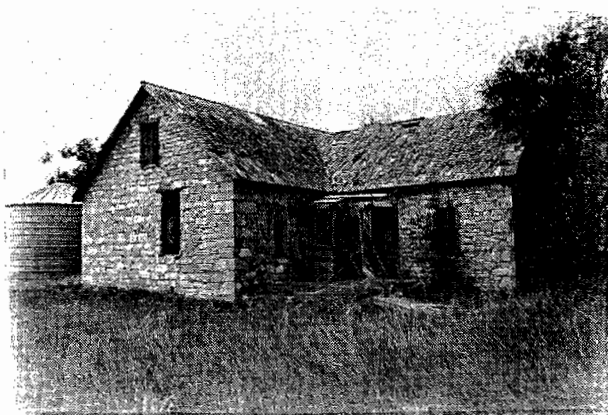
CN00-005 Rural
Adam Gunderson Farm & Mill site, limestone C1890



CN00-006 Rural
Anderson Homestead, limestone buildings C1890



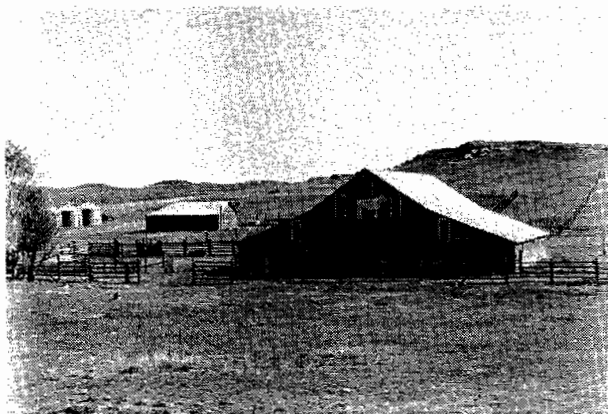
CN00-011 Rural
Farmstead C1893



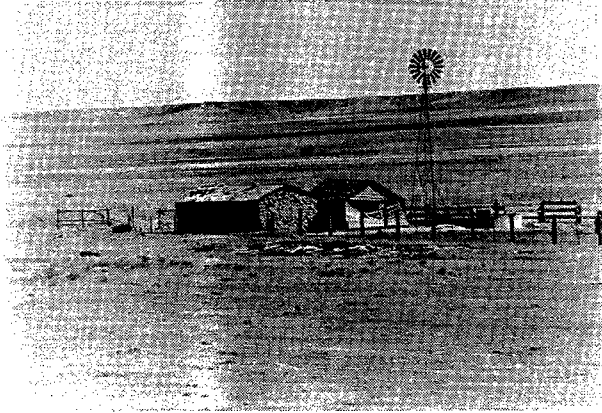
CN00-013 Rural
William Kidney Farmstead, limestone buildings 1892



CN00-022 Rural
F.C. Mather Farmstead C1912



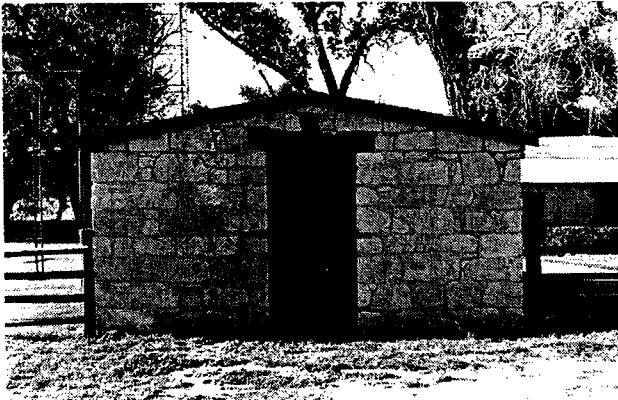
CN00-024 Rural
Nels Troelstrup Farmstead, limestone house C1890



CN00-028 Rural
Clarence Lawrence House-limestone C1911



CN00-031 Rural
Frederick Kreuger Farm, limestone buildings C1900



CN00-032 Rural
John Adams Ranch, limestone buildings C1885



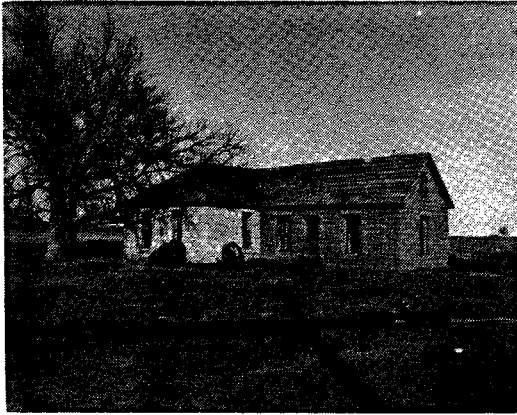
CN00-035 Rural
Clifton Thurston Farm, limestone buildings C1890



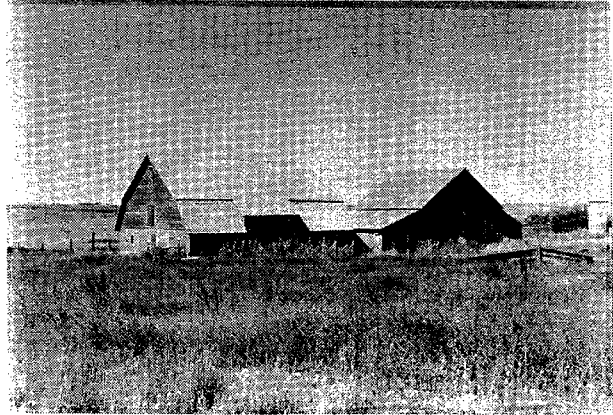
CN00-039 Rural
Otto Olson Farm, limestone buildings C1900, 1905



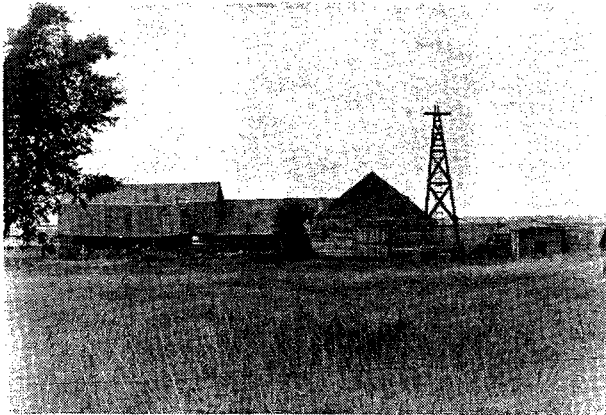
CN00-044 Rural
Edwin Ingverson Farm, limestone buildings 1906-10



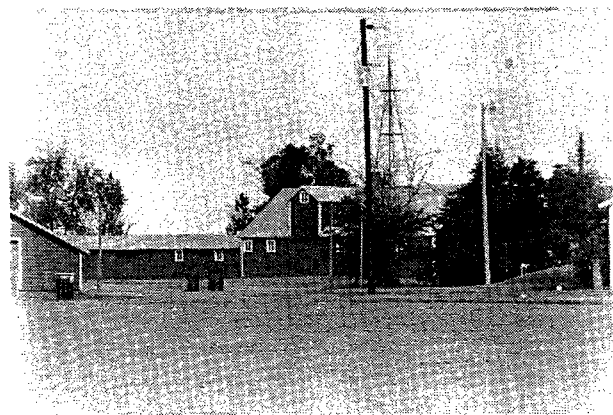
CN00-074 Rural
Schad-Rankin Farmstead, cement block C1890



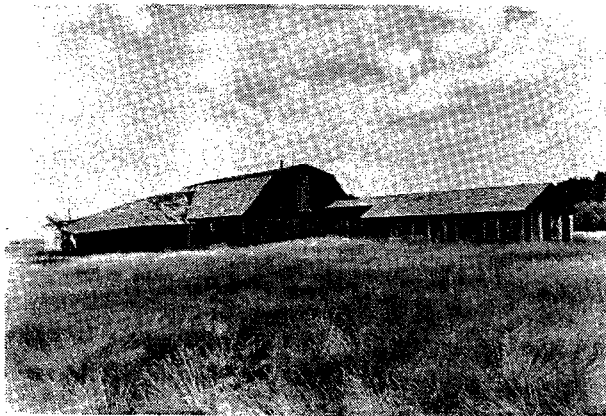
CN00-118 Rural
Abandoned Farm, limestone barn C1910



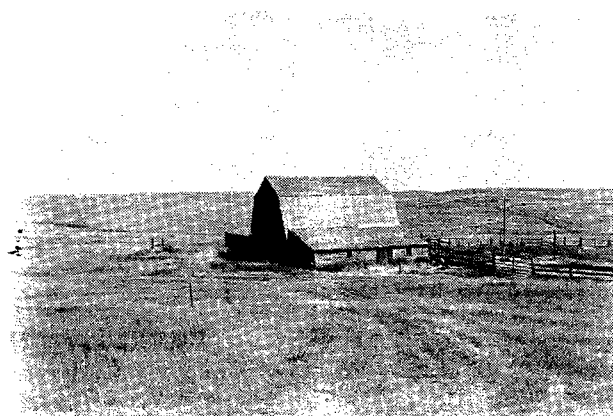
CN00-129 Rural
Abandoned Farmstead C1895



CN00-131 Rural
Farmstead C1910



CN00-136 Rural
Abandoned Farmstead C1900



CN00-137 Rural
Abandoned Farmstead C1905



CN00-150
Charles Erickson Farm, limestone house

Rural
C1902



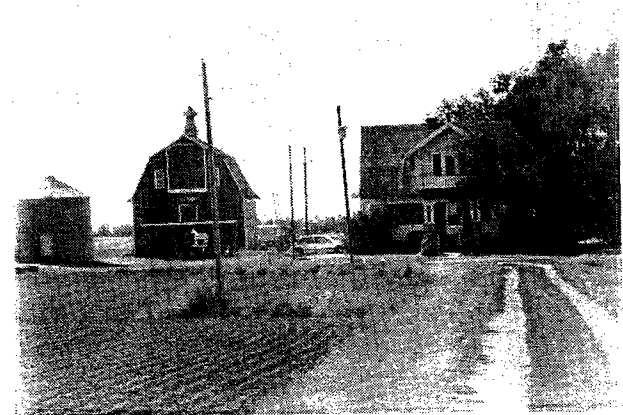
CN00-151
Limestone Barn on Non-Contributing Farm

Rural
C1900



CN00-154
Limestone Barn

Rural
C1900



CN00-157
Farmstead

Rural
C1920



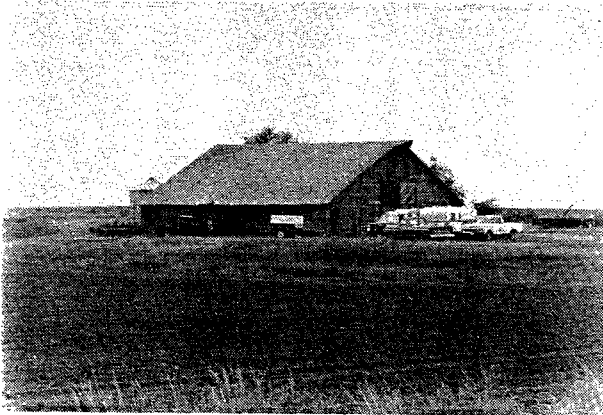
CN00-160
Farmstead

Rural
C1895



CN00-165
Barn on Non-Exant Farm

Rural
C1925



CN00-166
Barn on Non-Contributing Farm

Rural
C1920



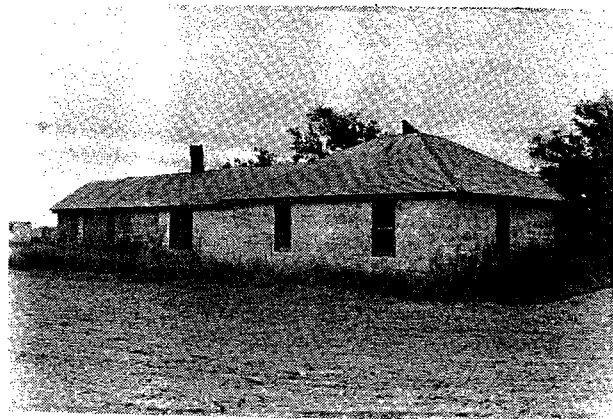
CN00-167
Limestone Building

Rural
C1890



CN00-175
Barn on Non-Contributing Farm

Rural
C1927



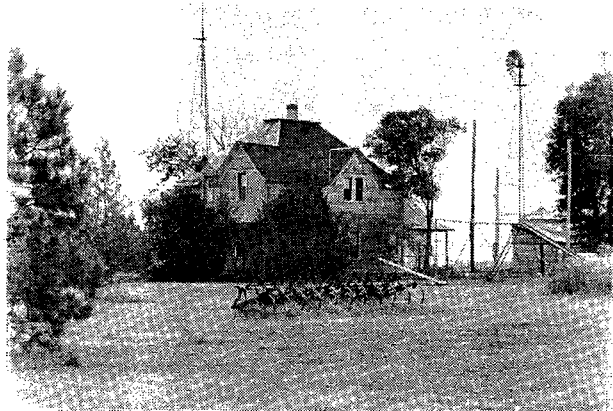
CN00-179
Abandoned Farmstead, limestone buildings

Rural
C1890



CN00-182
Abandoned Farmstead

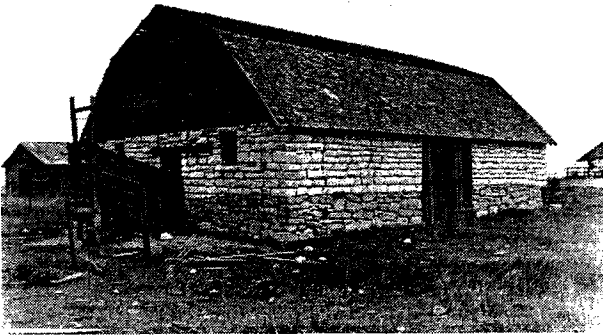
Rural
C1900



CN00-185
Farmstead w/Abandoned House

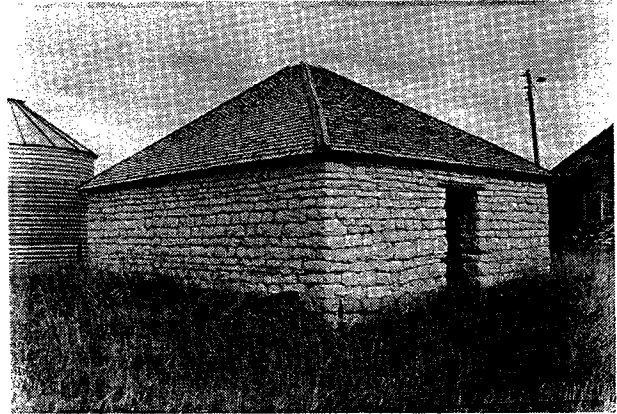
Rural
C1910

50
FARMSTEADS



CN00-186
Abandoned Farmstead

Rural
C1910



CN00-187
Abandoned Farmstead, limestone buildings

Rural
C1900



CN00-189
John Raddatz Barn, limestone & frame

Rural
C1890



CN00-190
Farmstead, limestone buildings

Rural
C1895



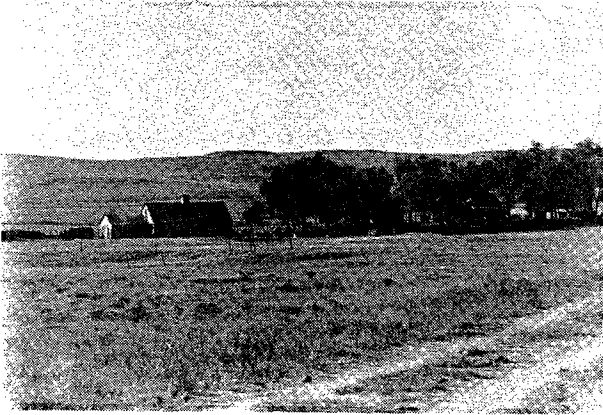
CN00-193
Limestone House & Barn on Non-Cont. Farm

Rural
C1895



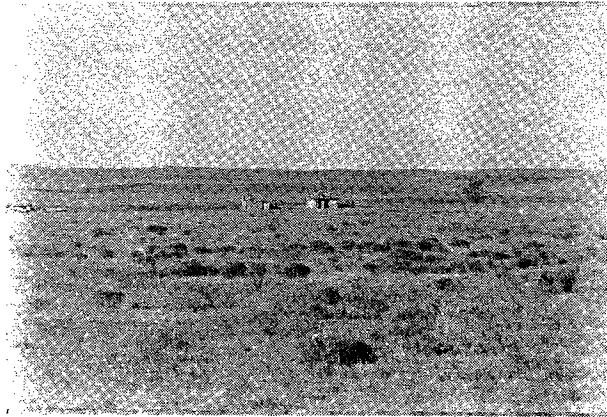
CN00-199
Farm w/sod house

Rural
C1905



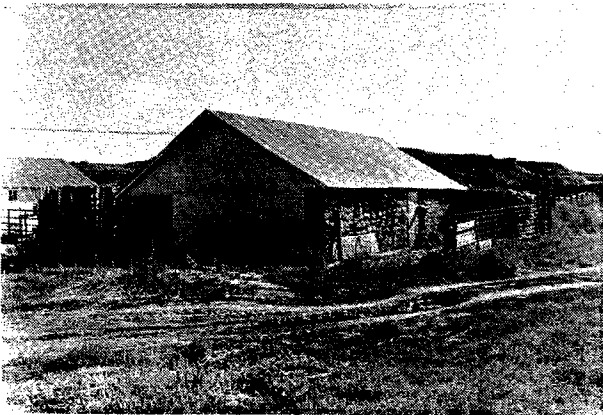
CN00-202
Abandoned Farm, limestone buildings

Rural
C1895



CN00-203
Abandoned Farm, limestone buildings

Rural
C1890



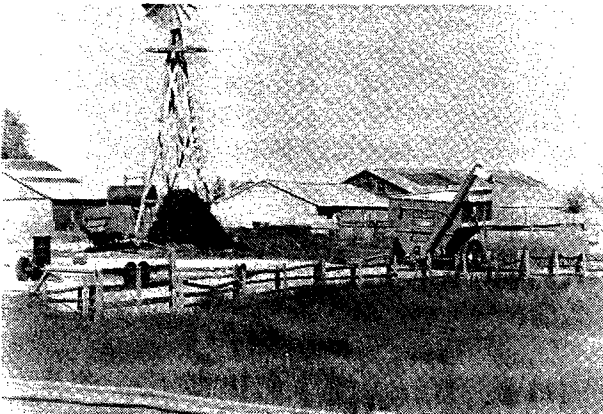
CN00-207
Farmstead, limestone buildings

Rural
C1890



CN00-212
Barn on Non-Contributing Farm

Rural
C1920



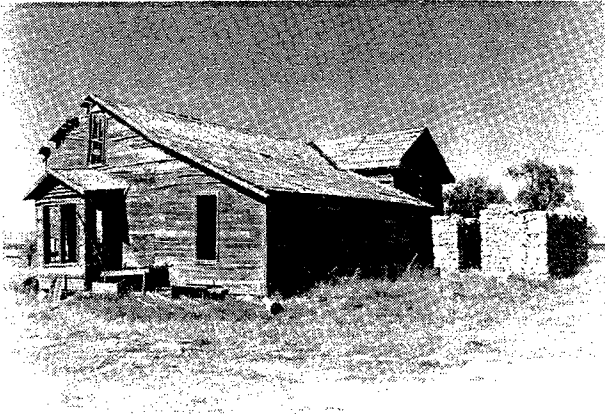
CN00-214
Stone Outbuilding

Rural
C1900



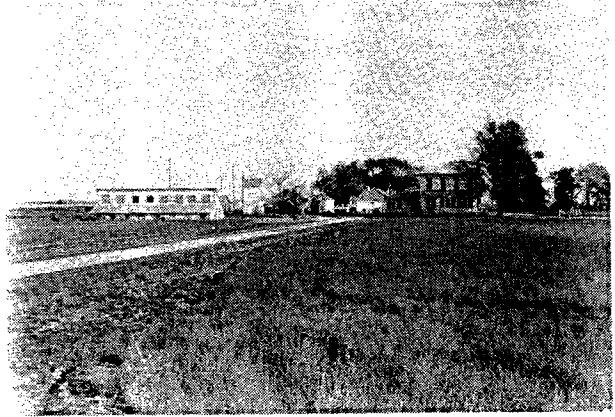
CN00-221
Abandoned Farmstead, limestone buildings

Rural
C1890



CN00-221
Abandoned Farm, limestone buildings

Rural
C1890



CN00-225
Farm w/limestone house

Rural
C1890



CN00-228
Abandoned Farmstead

Rural
C1895



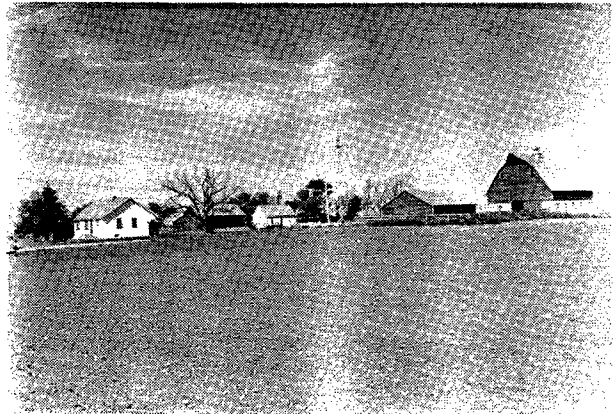
CN00-236
Barn on Non-Contributing Farm

Rural
C1917



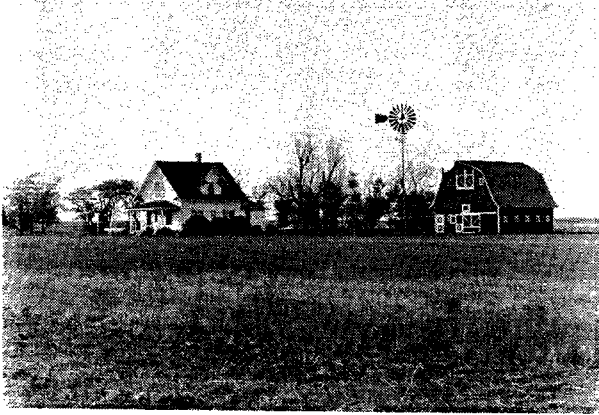
CN00-238
Limestone Buildings on Non-Contributing Farm

Rural
C1890



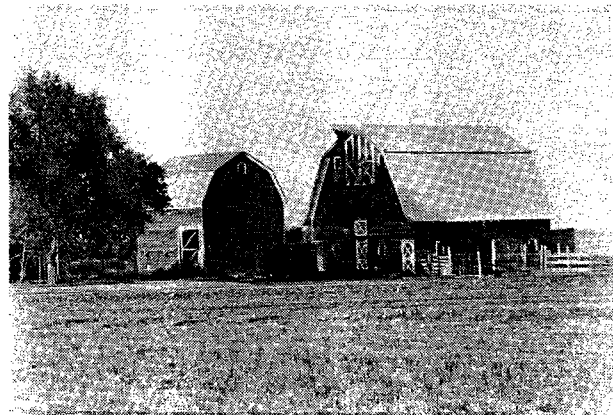
CN00-239
Farmstead

Rural
C1915



CN00-255
Farmstead

Rural
C1908



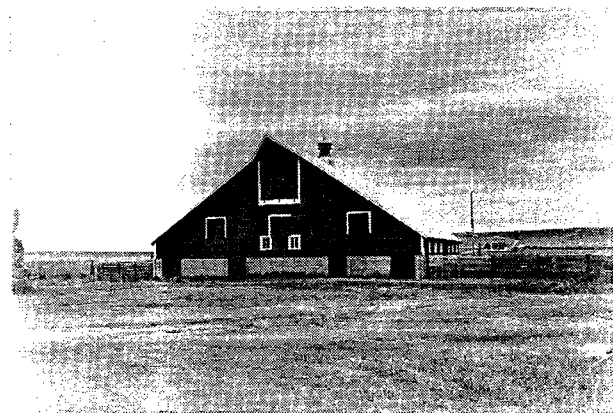
CN00-256
Farm w/Non-Contributing House

Rural
C1917



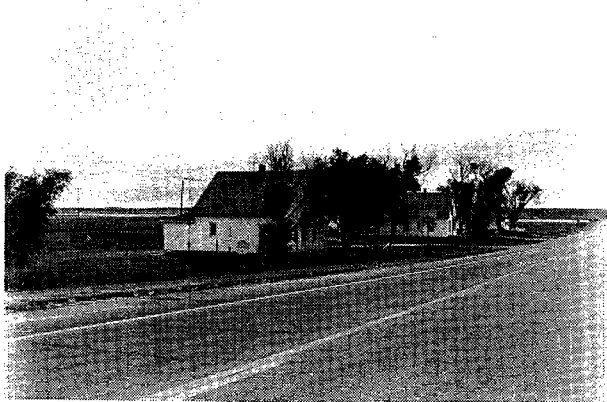
CN00-277
Farmstead

Rural
C1905



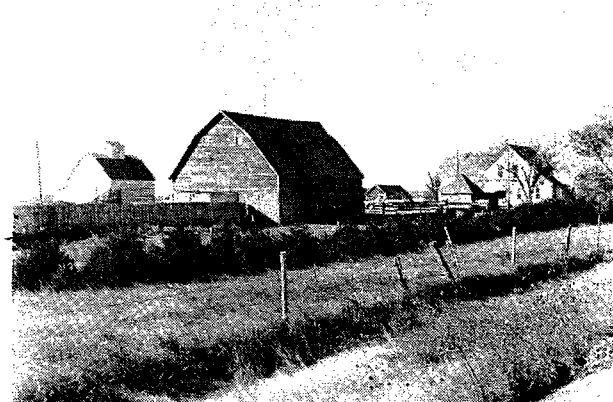
CN00-292
Farmstead w/Non-Contributing House

Rural
C1920



CN00-294
Farm Complex

Rural
C1928



CN00-295
Abandoned Farm w/Non-Contributing House

Rural
C1913



CN00-296
Limestone Barn

Rural
c1888, c1913



CN00-303
Abandoned Farmstead, cement block house

Rural
c1910



CN00-311
Abandoned Farmstead

Rural
c1908, c1920



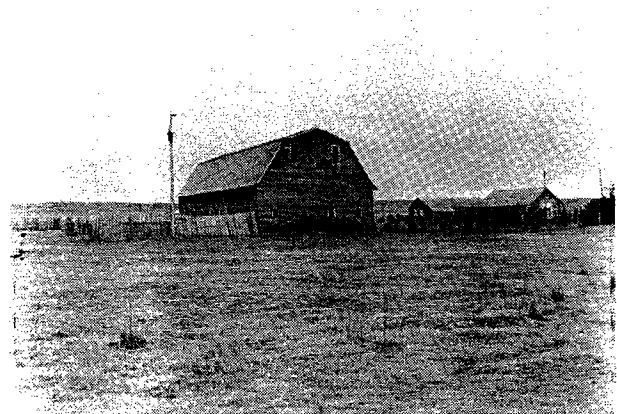
CN00-318
Farmstead, cement & frame barn

Rural
c1915



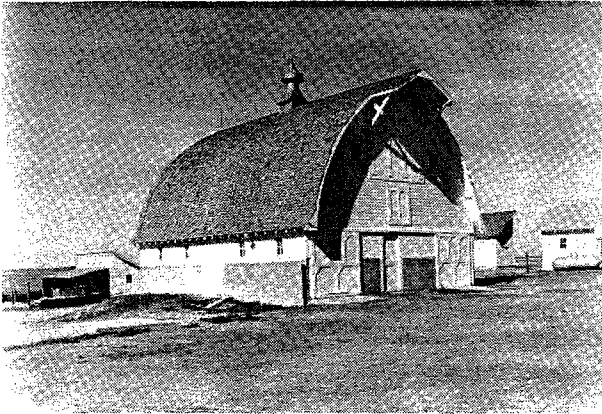
CN00-323
Farmstead, limestone & frame barn

Rural
c1904, c1920



CN00-329
Farmstead

Rural
c1910, c1940



CN00-339
Meyerts Farmstead

Rural
1931



CN00-343
Abandoned Farmstead-Underground House

Rural
c1910

Historic Context: Commerce

The context of Commerce refers to the buying and selling of commodities, such as wholesale, retail, trade and barter, business organization, and mercantile business. A broad range of buildings are associated with this theme including general stores, hotels, shops, and department stores.

The 1993 Cheyenne County survey added 111 buildings to the previously documented group of forty-seven (47) commercial properties. Among the 158 total properties, sixty-seven (67) were judged potentially eligible for listing in the National Register. However, thirty (30) of these buildings were significant contributors to the proposed National Register nomination of the Sidney Historic Business District and are illustrated with the district summary beginning on page 103. In addition, seventeen (17) of the eligible properties were associated with the Lincoln Highway in Cheyenne County and are included with the summary of the highway survey found on pages 88 - 102.

One of the more important aspects of the Cheyenne County survey was the preparation of a National Register nomination for the Sidney Historic Business District. Survey and evaluation of district boundaries, contributing buildings, historic significance, and architectural descriptions were drafted and submitted to the NESHPO. After staff review, the nomination will be presented to the State Historic Preservation Review Board for final approval in 1994.

Another important aspect of the Cheyenne County NEHBS was a thematic survey of the Lincoln Highway. The Lincoln Highway, the nation's first transcontinental highway, played an important role in commercial development in the Lodgepole Creek valley. Buildings associated with the highway were assigned Commerce, Transportation, or Diversion historic context numbers. A summary of the Lincoln Highway thematic survey begins on page 88.

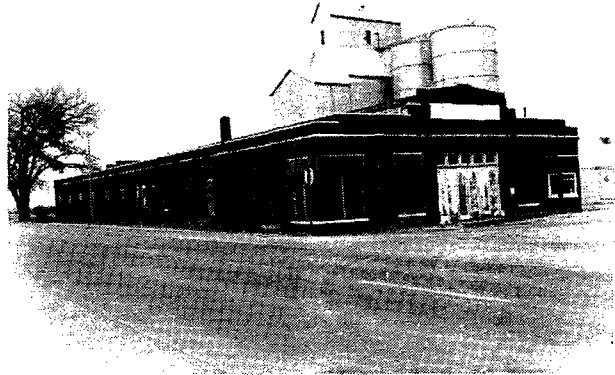
Previous NEHBS recordation of commercial buildings in Nebraska have found two main

property types: frame false-front buildings and brick buildings or business blocks. Unfortunately, false-front type buildings in Cheyenne County have generally failed to survive. Only three examples are illustrated in the following Inventory. Although few remain in the county, false-front type buildings have been frequently surveyed in many Nebraska small towns. The common features of this type include one-story rectangular-shaped buildings with gable roofs hidden behind a large facade. The false-front therefore "hid" the relatively small scale of the building. Cheyenne County false-front stores were built between 1870 and 1915.

The second type--the masonry commercial building or block--were found in the larger towns of the county. Typically built between 1890 and 1925, these buildings are one or two-story structures constructed of brick, cement block, or clay tile. Commercial block buildings often included mixed-use functions; first floor stores with second floor lodge halls, opera houses, offices or hotels. Significant examples of this type illustrated below include the A.R. LeSueur Building (CN09-067), and CN04-008, CN06-002, CN09-343.

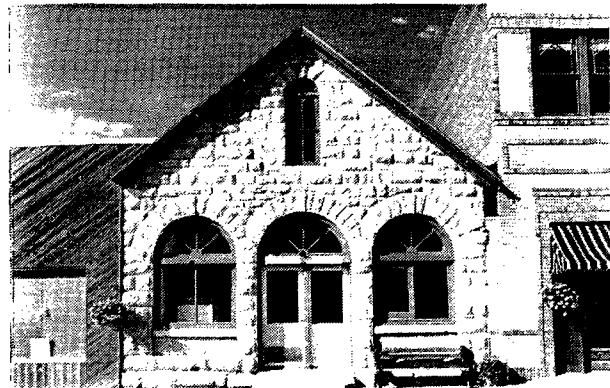
NEHBS NUMBER: CN05-009 Lodgepole
DATE: 1921
NAME: S.A. Foster Lumber Company
 Lodgepole Lumber and Grain Company

Although abandoned, this brick one-story lumber company building retains its historic integrity. A stepped parapet facade conceals a full length clerestory window that allows natural light into the center of this large building. Significant for its role in the development of Lodgepole and for its contribution to the historic character of the central business district.



NEHBS NUMBER: CN08-001 Potter
DATE: C1894
NAME: Bratt Building

An excellent example of stone construction in a commercial building. The semi-circular arched openings and rusticated stone are elements of the Richardsonian Romanesque style. Purportedly built as a two-story building with a meeting hall on the second level. Shortly after construction, it was partially destroyed and was reconstructed into a one-story gable roof building. Considered eligible to the National Register based upon its architectural integrity and for its contribution to commerce in Potter during the late nineteenth and early twentieth-century.



NEHBS NUMBER: CN01-003 Brownson
DATE: C1935
NAME: Abandoned Commercial Building

Despite abandonment and deterioration, this one-story frame and stucco building is significant for potential association with commercial activities related to the Sioux Army Depot.



NEHBS NUMBER: CN04-008 Gurley
DATE: C1920
NAME: Commercial Building

Two-story brick commercial building that retains its historic integrity, and most notably, the recessed store-front entry. Significant for its contribution to the historic character of Gurley's business district and for its association with early twentieth-century retail commerce.



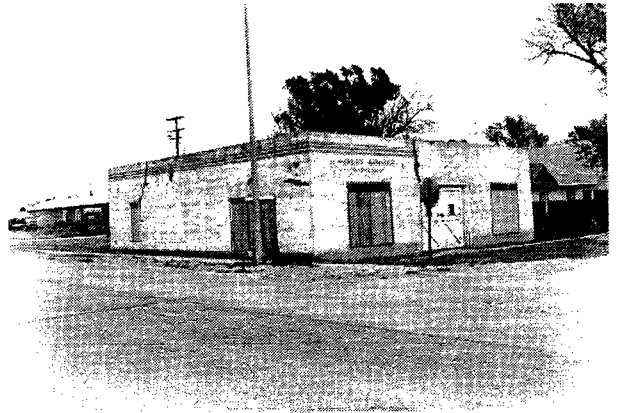
NEHBS NUMBER: CN04-012 Gurley
DATE: C1920
NAME: Gurley Lumber Company Building

A uniquely shaped lumber company building that is reminiscent of a railroad depot. This one-story brick rectangular building has a low-pitched, truncated hipped roof with projecting eaves. Significant for its role in supplying building materials during twentieth century town development and for its current contribution to the historic character of Gurley.



NEHBS NUMBER: CN04-025 Gurley
DATE: C1923
NAME: Former Texaco Service Garage

One-story abandoned cement garage located on State Highway #385 in Gurley. Important in the development of transportation related support facilities during the Spurious Economic Growth period (1920-1929) in Cheyenne County.



NEHBS NUMBER: CN04-026 Gurley
DATE: C1926
NAME: Abandoned Gas/Service Station

Rectangular shaped one-story brick and stucco full-service gas station located on State Highway #385 in Gurley. Although the gas pumps have been removed, the concrete pad and light pole remain and the building retains its historic integrity. Potentially significant for its association with automobile related commerce in the early twentieth-century.



NEHBS NUMBER: CN05-053 Lodgepole
DATE: C1910
NAME: Commercial Building

A one-story brick commercial building that retains a high degree of historic integrity. With virtually no ornamentation, the facade is highlighted by brick corbeling. Important for its contribution to retail commerce in Lodgepole during the Development and Growth period (1890-1920) in Cheyenne County.



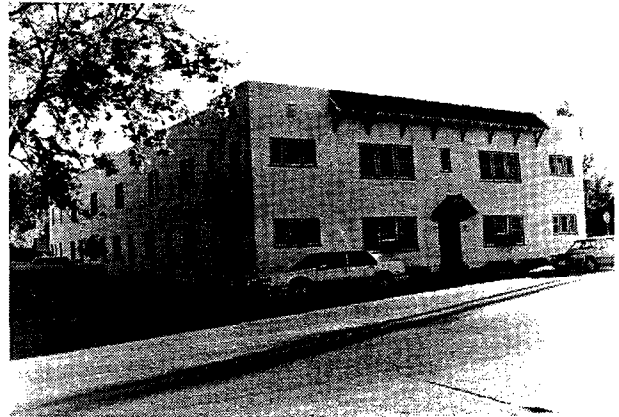
NEHBS NUMBER: CN05-057 Lodgepole
DATE: C1900
NAME: Blacksmith Shop

Cement false-front blacksmith shop that retains its historic integrity. Significant in the study of commercial activities related to late nineteenth and early twentieth-century transportation in Lodgepole and as a relatively well-preserved example of its type.



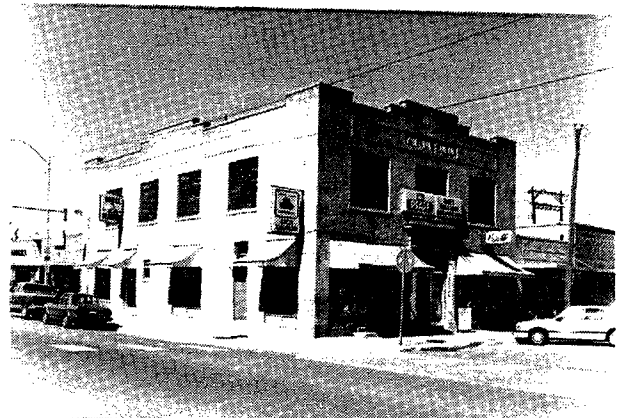
NEHBS NUMBER: CN09-056 Sidney
DATE: C1947
NAME: Omar Court Apartments

A frame and stucco two-story apartment building with parapeted walls and a decorative pent roof above a recessed main entry. Significant as a property type developed to meet increased housing demands in Cheyenne County during Nebraska's Post-War period (1946-present).



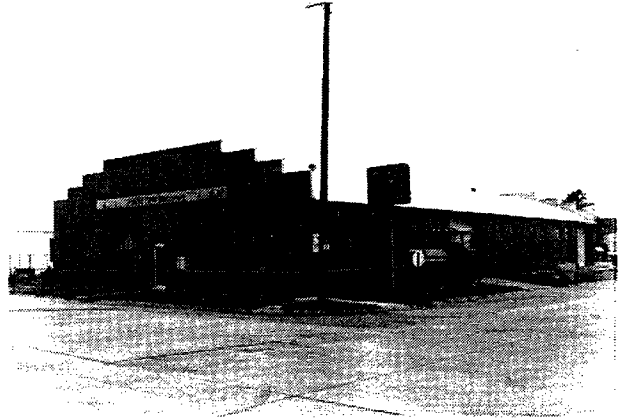
NEHBS NUMBER: CN09-067 Sidney
DATE: 1916
NAME: A.R. LeSueur Building

Constructed for A.R. LeSueur in 1916, this two-story brick commercial building retains its historic integrity despite in-fill of the second level windows. Nearly void of ornamentation, brick corbeling courses are used to highlight the facade. Potentially significant for its contribution to the advancement of commerce in Sidney during the early twentieth-century.



NEHBS NUMBER: CN09-341 Sidney
DATE: C1938
NAME: Agriculture Implements

Well-preserved example of a large one-story brick agricultural implement building with a stepped parapet facade, barrel vaulted roof, and metal frame windows. Important for its contribution to twentieth-century agriculture related commerce.



NEHBS NUMBER: CN09-343 Sidney
DATE: C1916
NAME: W.C. Jackson Auto Dealership
Drummond Motor Company

Despite alterations to some of the second level windows, this two-story brick auto dealership retains an acceptable degree of historic integrity. Architectural details such as corbeling courses and pedimented parapet sections highlight the facade. Potentially significant in the study of commercial properties related to transportation in Cheyenne County during the early twentieth-century.



NEHBS NUMBER: CN10-007 Sunol
DATE: C1910
NAME: Grain Elevator

A circa 1910 grain elevator located adjacent to the Union Pacific railroad tracks in Sunol. Potentially significant for its association with agricultural related commerce established during Nebraska's Development and Growth period (1890-1920) in eastern Cheyenne County.



NEHBS NUMBER: CN10-020 Sunol
DATE: C1890
NAME: Abandoned Commercial Building

Considered significant as a well-preserved example of a small false-front commercial building constructed during the era of Development and Growth (1890-1920) in Cheyenne County. Also significant for its role in the development of commerce and its contribution to the historic character of Sunol's business district.



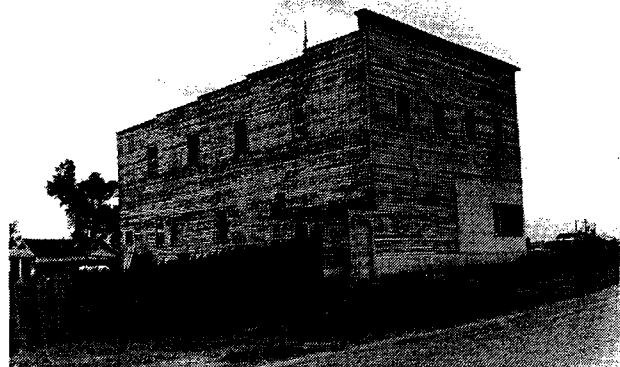
NEHBS NUMBER: CN10-023 Sunol
DATE: C1893, 1917
NAME: Demers and Son Lumber Yard

Originally constructed for Lewis F. Demers during the late nineteenth-century, this lumber yard is still operated by the Demers family. The complex includes frame storage buildings, the original frame office, and a 1917 frame and stucco office. Potentially significant for its role in providing building materials during the establishment of Sunol.



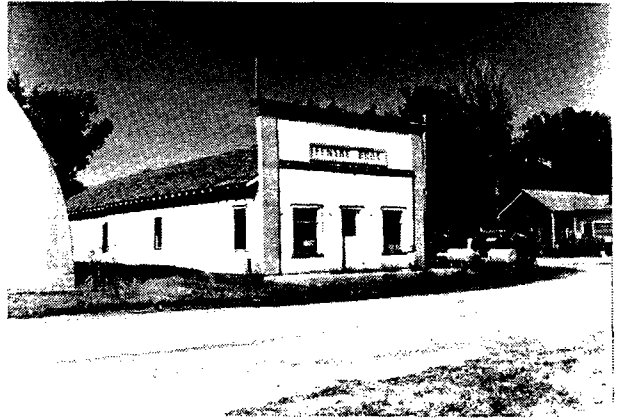
NEHBS NUMBER: CN06-002 Lorenzo
DATE: 1919
NAME: Meier Building

Large frame two-story commercial building constructed by Ed Meier in 1919. This building housed a general store, bank, pool hall, and restaurant on the first floor and a movie theater on the second floor. Potentially significant for its role in early twentieth century commerce and as the only extant commercial building in Lorenzo.



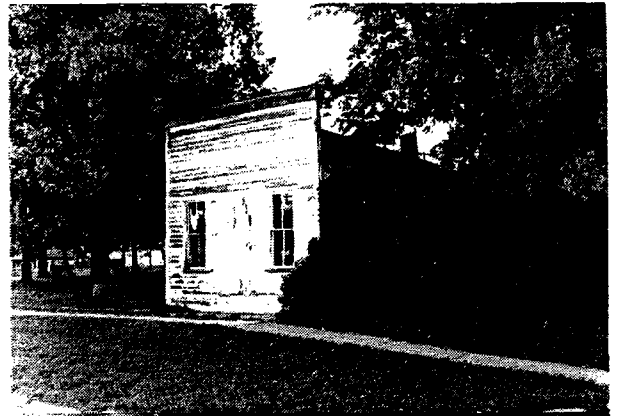
NEHBS NUMBER: CN10-005 Sunol
DATE: C1916
NAME: Fenske Brothers Commercial Building

One-story stucco false-front commercial building with a gable roof and exposed rafter tails. A large door opening on the east facade was used as an entrance for large machinery by Albert and Oscar Fenske when they operated an agricultural implement shop. Potentially significant for its role in the advancement of commerce in Sunol during the early twentieth-century.



NEHBS NUMBER: CN08-067 Potter
DATE: C1890
NAME: Abandoned Commercial Building/House

Rare example of a small scale, false-front frame commercial building and residence. Potentially significant for its contribution to the study of commercial building types and the development of Potter's central business district during the period of Settlement and Expansion (1867-1890).



NEHBS NUMBER: CN09-100 Sidney
DATE: C1947
NAME: Apartment Building

One-story brick apartment building with a raised basement and Art Moderne style corner windows and corbeling. Potentially significant for its contribution to transitional housing in Sidney during the Post-War growth period.



Historic Context: Transportation

Transportation involves the carrying, moving or conveying material and people from one place to another by air, land, water, railroads, and highways. Historic resources associated with this theme include wagon trail ruts, railroad depots, gas stations, bridges, motels, and road signs.

The 1993 Cheyenne County survey added seven (7) properties to the database of twelve (12) buildings and structures previously recorded by the NESHPO including three bridges surveyed in a statewide review of historic bridges. One of these, the Brownson Viaduct (CN00-030) was listed on the National Register in 1992.

The majority of the transportation properties were associated with railroads or highways. These buildings may also be cross-referenced with the theme of commerce; examples include hotels, gas stations, and garages.

Transportation has played a significant role in the history of Cheyenne County. The construction of the Union Pacific Railroad through the county in 1867 motivated the location of Sidney Barracks (later Fort Sidney) in the Lodgepole Creek valley to protect rail workers. The fort also served as the distribution point and escort service for overland supplies to Camp Robinson (later Fort Robinson), Camp Sheridan, and the Indian agencies of Red Cloud and Spotted Tail. In the fall of 1874, Gen. George A. Custer led an expedition that confirmed the presence of placer gold in the Black Hills of the Dakota Territory. Following the defeat of the Native Americans in the Sioux War of 1876 and the cession of the Black Hills to the United States, the original trail used to supply the camps and Indian agencies evolved into the Sidney to Black Hills Trail.

From 1876 to 1881, the Sidney to Black Hills Trail was the primary supply route for the gold mining operations in the Black Hills of the Dakota Territory. The trail began at the Union Pacific railhead located at Fort Sidney in the southern panhandle of Nebraska. The trail ran due north crossing upland plains, sandhills, rivers and the Pine Ridge escarpment before entering the southern Black Hills. This route was greatly enhanced by the opening of the Camp Clarke bridge over the North Platte River in what is now Morrill County. By 1877, 50 to 75 freight wagons were departing Sidney every day. Sidney became the major outfitting terminal for supplies to the Black Hills. In ten months, the population of 500 exploded to 2,000. One million pounds of freight left daily for the Black Hills and two lines of daily stage ran between Sidney and Deadwood. An estimated 35,000,000 pounds of freight was transported over the trail to the Black Hills during its period of use (Deadwood Draw NRHP, 1992).

By 1879 the gold rush was over and company mining began to dominate. The freight demand remained high however and Sidney continued as a supply point until 1882 when the Chicago and Northwestern railroad line to Pierre, South Dakota was completed. The trail appears to have been completely shut down by the winter of 1882 (Deadwood Draw NRHP Nomination, 1992).

Two properties on the Sidney to Black Hills Trail were listed on the National Register in 1992; Deadwood Draw (CN00-050), and Water Holes Ranch (CN00-051). Brief descriptions of these sites are included in the inventory below.

Another important aspect of the Cheyenne County survey was the recordation of properties related to the Lincoln Highway/Route 30 transportation corridor. The Lincoln Highway was the first transcontinental highway in the nation and played an important role in the development of communities on its route. A summary of the Lincoln Highway thematic survey begins on page 88. These properties have been catalogued in the NEHBS database with Commerce, Transportation, or Diversion historic context numbers.

NEHBS NUMBER: CN00-050 Rural
DATE: 1876-1881
NAME: Deadwood Draw

This site was listed on the National Register of Historic Places in 1992. Located one half mile west of Sidney, it consists of well-preserved wagon ruts that mark the beginning of the Sidney-Black Hills Trail. This trail was used to ship supplies to the Black Hills and Fort Robinson and to return gold and minerals to Sidney, which was the nearest railroad connection. The trail was established in 1876 by the U.S. Army as a freight route from Sidney to the Red Cloud Agency. The trail was expanded during the Black Hills gold rush, and eventually abandoned in 1881.



NEHBS NUMBER: CN00-051 Rural
DATE: 1876-1881
NAME: Water Holes Ranch

This site is also associated with the Sidney to Black Hills Trail and was listed separately on the National Register in 1992. Located twelve miles northwest of Sidney, the site was the first water stop on the trail. Wagon wheel ruts and water hole depressions used by the freight teams are still visible.



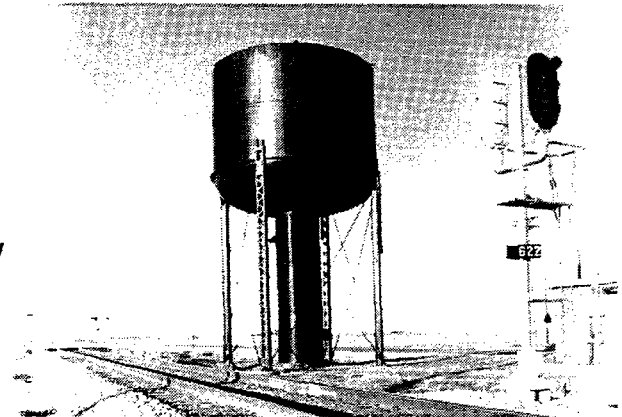
NEHBS NUMBER: CN00-030 Rural
DATE: 1942
NAME: Brownson Viaduct

Listed on the National Register in 1992 as part of a statewide nomination of highway bridges. The viaduct is a multiple-span timber trestle that carries State Spur 17A over U.S. Highway 30 and the mainline tracks of the Union Pacific railroad. The bridge was designed by the Nebraska Department of Roads and Irrigation to provide access to the Sioux Ordnance Depot in June of 1942. Since steel was a material considered essential to the war effort, the bridge was constructed of wooden timbers.



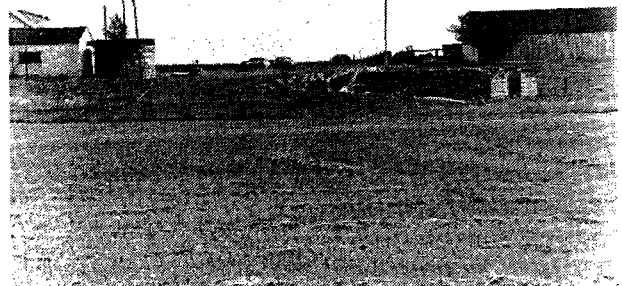
NEHBS NUMBER: CN04-031 Gurley
DATE: C1910
NAME: Former Steam Locomotive Water Tower

A rare example of a steam locomotive-water tower constructed by the Chicago Burlington and Quincy Railroad. Erected circa 1910, this water tower was once a common and necessary structure for the operation of steam locomotives. Water towers of this type have been a disappearing resource since the introduction of the diesel engine. Significant for its role in the continued development of railroad technology during the early twentieth-century.



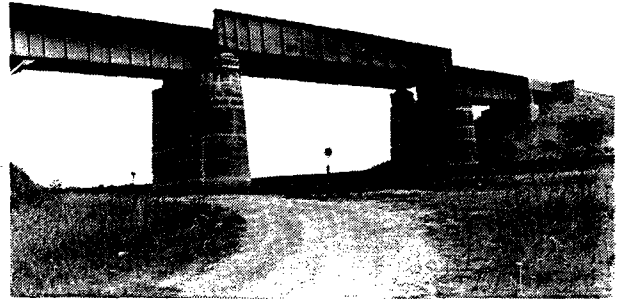
NEHBS NUMBER: CN00-272 Rural
DATE: C1880, C1905
NAME: Higgins Ranch & Clara Post Office

The P.T. Higgins Ranch was a stop on the Sidney-Black Hills Trail and after the turn of the century, became the site of the Clara Post Office. As of the 1993 survey, the site contained a house, stone barn and silo ruins, and four outbuildings. Potentially significant for its association with the Sidney-Black Hills Trail.



NEHBS NUMBER: CN00-346 Sidney
DATE: 1900
NAME: C.B. & Q. Bridge

This concrete and steel bridge was constructed in 1900 by the American Bridge Company for the Chicago, Burlington and Quincy Railroad. The bridge is located one-half mile east of Sidney and spans over the Union Pacific line. Potentially significant for its role in the advancement of railroad service in Cheyenne County during the twentieth-century.



Historic Context: Communications

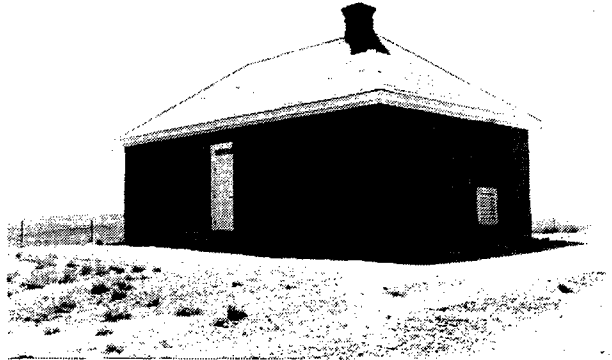
Communication is defined as the transfer of information from location to location by telegraph, telephone, television, mail, newspapers, and radios. Buildings which fit this context include post offices, telephone offices and exchanges, newspaper printers, and radio/television stations.

The Cheyenne County survey found six (6) properties associated with Communication. Two (2) buildings were judged eligible or potentially eligible for listing in the National Register and are included in the Inventory.

These buildings are specifically associated with the sub-context of Telephone Communications-Rural Telephone Systems, 1890-1950 (H.C.: 14.04) and have been judged eligible for National Register listing. The buildings are similar in mass and scale to rural telephone exchange buildings found in Deuel, Keith and Perkins County, (see NEHBS Survey Reports). These buildings may be associated with the Northwestern Bell Telegraph & Telephone Company and appear to be constructed between 1935 and 1940. They are composed of simple one-story brick masonry structures with rectangular-shaped plans. These buildings were without window fenestration and are protected by hipped roofs oriented in a latitudinal relationship to the road.

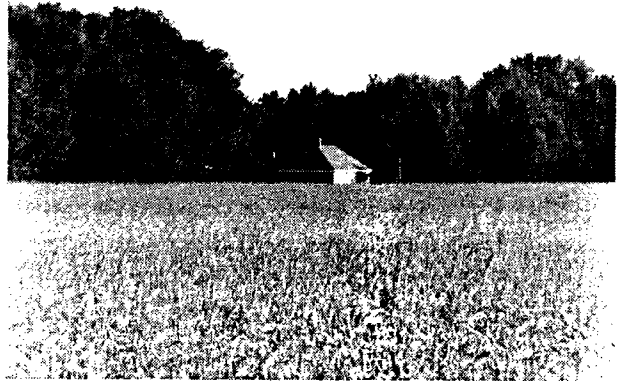
NEHBS NUMBER: CN00-082 Rural
DATE: C1948
NAME: Rural Telephone Building

One of two identical rural telephone buildings (see also CN00-162), purportedly constructed in the late 1940's. This brick one-story building is void of ornamentation and has one exterior door and air vent. Significant for its association with expanded telephone communication in rural Cheyenne County.



NEHBS NUMBER: CN00-162 Rural
DATE: C1948
NAME: Rural Telephone Building

One of two identical rural telephone buildings in Cheyenne County purportedly constructed in the late 1940's. Like CN00-082, this brick one-story building is void of ornamentation and has only a door and air vent on its exterior. Significant for its association with expanded telephone service in rural Cheyenne County.



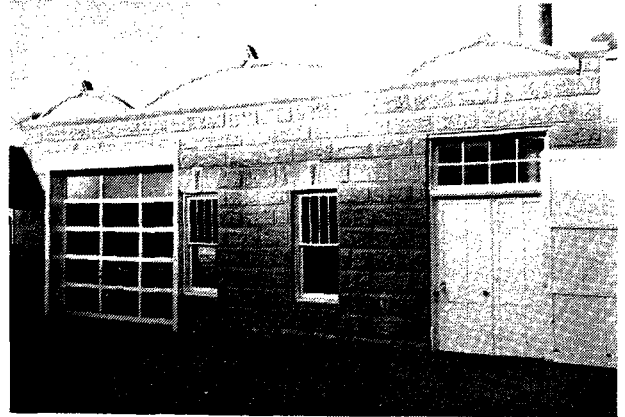
Historic Context: Services

The historic context of Services refers to community support services provided or controlled by government and commonly viewed as necessities. This includes utilities such as gas, electricity, and water; waste disposal, fire fighting, and disaster relief. Private professional services are also included in this context such as architecture, banking, medical and insurance industries.

The 1993 Cheyenne County survey recorded fourteen (14) Service properties. These fourteen buildings are added to ten (10) other Service properties surveyed by the NESHPO in 1975. Among the twenty-four (24) total buildings, seven (7) were judged potentially eligible for National Register listing. However, two of these buildings, the American National Bank (CN09-077), and Nebraska State Bank of Sidney (CN09-052) are significant contributors to the proposed Sidney Historic Business District and are illustrated with the summary found on page 103.

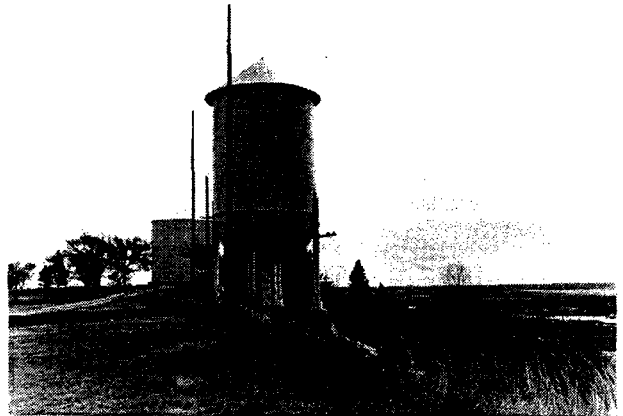
NEHBS NUMBER: CN05-003 Lodgepole
DATE: 1913
NAME: Water & Light Company Building

One-story cement block water and power plant with arched parapets. Although one door has been enlarged to accommodate a garage entrance, the building retains its historic integrity. Significant for its association with the establishment of public utilities during the early twentieth-century and as a rare property type.



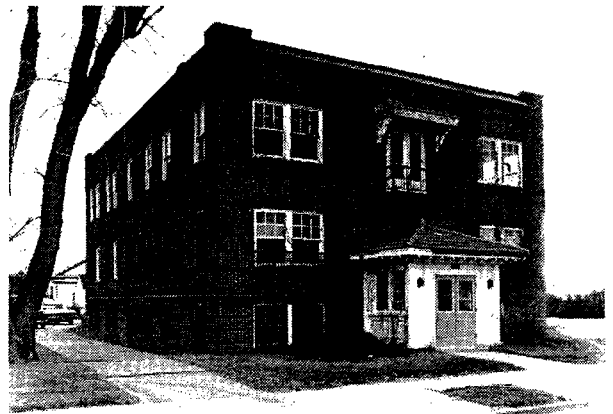
NEHBS NUMBER: CN09-363 Sidney
DATE: 1908-09
NAME: Sidney Water Tower

Constructed in 1908-09 by the Des Moines Iron & Bridge Company, this steel frame water tower is located on the limestone bluffs overlooking Sidney's central business district. This structure is important to the study of the development of public utilities in Sidney and as a well-preserved example of a rare property type.



NEHBS NUMBER: CN09-099 Sidney
DATE: 1928
NAME: Taylor Hospital

In 1928, Dr. James R. Taylor built the first major hospital in Sidney seven blocks west of downtown on U. S. Route #30. The building included kitchen, laundry, x-ray and nurses rooms in the basement with patient rooms, a nursery, operating room and living quarters for Dr. Taylor on the first floor. The two-story brick building served as a hospital until 1955 when the current Memorial Hospital was built. It is potentially significant for its role in the advancement of health services in Sidney during the twentieth-century.



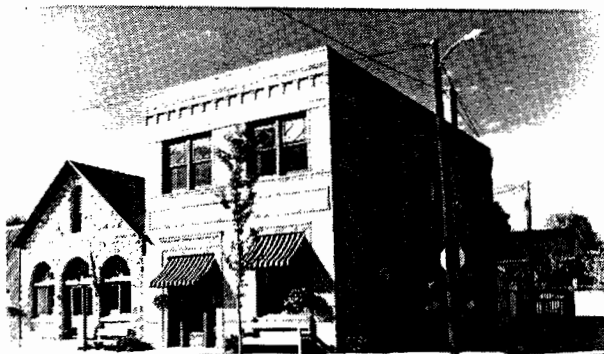
NEHBS NUMBER: CN05-004 Lodgepole
DATE: 1916
NAME: First State Bank/Commercial Hotel

The First State Bank of Lodgepole was built in 1916 during the end of the "Age of Main Street Banking" (1889-1920) in Nebraska. Professional offices and hotel accommodations were housed in the second floor with the banking room and leased retail space on the first floor. Brick corbeling atop the parapet highlights the facade. Although door and window openings within the bank portion have been slightly altered, the building generally retains its historic character.



NEHBS NUMBER: CN08-002 Potter
DATE: C1917
NAME: Citizens State Bank

The former Citizens State Bank is an excellent example of a bank building constructed during the end of the "Age of Main Street Banking in Nebraska" (1889-1920). This bank exemplifies the characteristics of its type with its corner location, masonry construction, and formalistic design.



NEHBS NUMBER: CN00-178 Rural
DATE: C1920
NAME: Abandoned Stockmans Veterinary Supply and Hospital

Located on the outskirts of Sidney, this veterinary supply and hospital complex is potentially significant for its association with animal husbandry during the early twentieth-century in Cheyenne County. Despite abandonment, seven small stucco and frame buildings still remain as contributing features of the property.



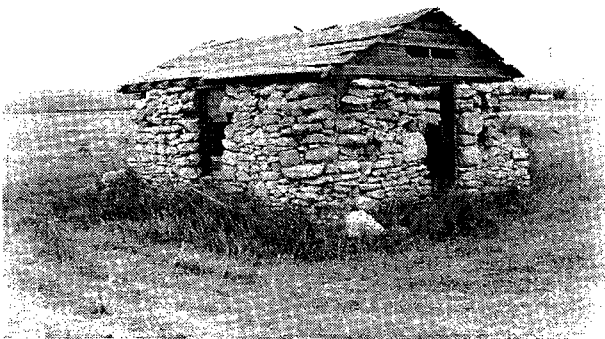
Historic Context: Settlement

Settlement is a broad theme that refers to land division, acquisition, occupation, and ownership including settlement patterns created by political, religious, or commercial organizations. Historic buildings related to this theme can include planned communities, ethnic or religious enclaves, subdivisions, residential areas in towns and cities, apartments, farmhouses, parsonages, and most commonly, the individual dwelling. Houses represent the largest proportion of all buildings documented during reconnaissance-level surveys. The Cheyenne County survey was no exception: 552 houses were recorded, or 21% of all buildings surveyed.

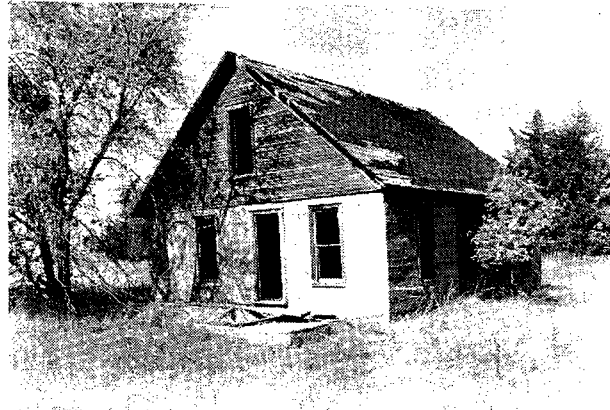
Although houses are such a common aspect of our surroundings, describing and comparing them can be complicated; variations result from period of construction, building material, and possible ethnic heritage of builders. The following categories provided the basis for evaluating houses for the Nebraska Historic Buildings Survey.

1. **High Style/Popular Architectural Styles.** Houses significant under this category include good examples of popular architectural styles, for example, Queen Anne and Bungalow styles. To be included in the reconnaissance-level survey under this category, houses exhibited characteristic elements of the style, and retained historic integrity. For general descriptions of the styles, please refer to p. 136, Appendix 1.
2. **Folk/Vernacular.** This category refers to houses that are significant for construction of local or regional materials such as stone, log, baled hay, and sod. Vernacular also refers to houses that are difficult to label as a specific architectural style, but retain integrity and therefore contribute to the study of Nebraska houses.
3. **Potential Ethnic Associations.** Houses that may be significant for association with various ethnic and immigrant groups that established homes, urban, and rural communities in Nebraska in the nineteenth and twentieth-centuries.
4. **Contributes to district.** Individual houses, whether in a rural or urban setting, may be important as part of a larger group of houses or for association with an ethnic community, as a planned or designed community, or as a distinctive area or subdivision in a city or town.

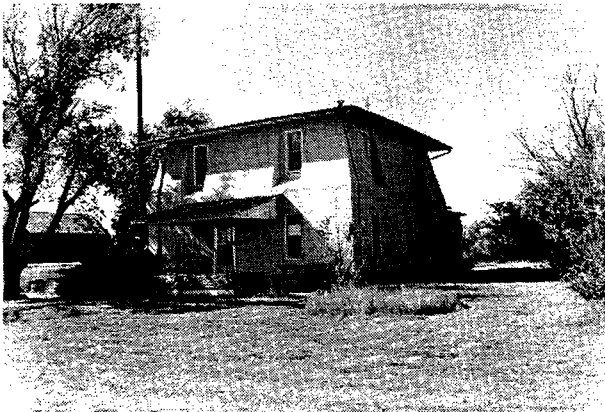
The following inventory illustrates those houses determined eligible or potentially eligible for the National Register at the reconnaissance-level for one or more of the categories discussed above. The inventory provides site numbers (NEHBS), location, and approximate dates of construction. Historic resources already listed on the National Register are illustrated first, followed by potentially eligible houses organized into groups according to architectural style.



CN00-001 Rural
John Gillispie House: Vernacular, limestone C1909



CN00-016 Rural
House: Vernacular, cement C1905



CN00-026 Rural
Nelson House: Vernacular 1908



CN00-138 Rural
House: Hall and Parlor Type, frame C1900



CN00-146 Rural
House: Vernacular, limestone C1900



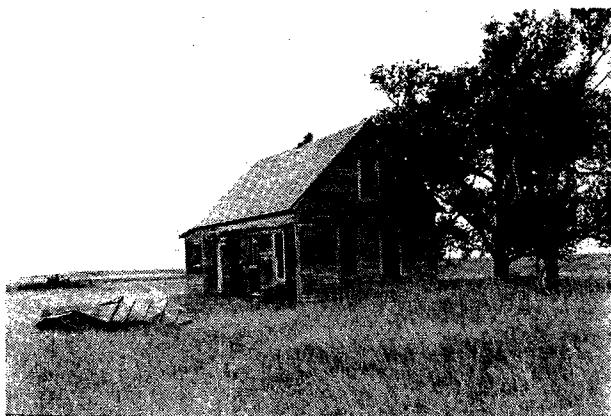
CN00-156 Rural
House: Second Empire details, cement C1910



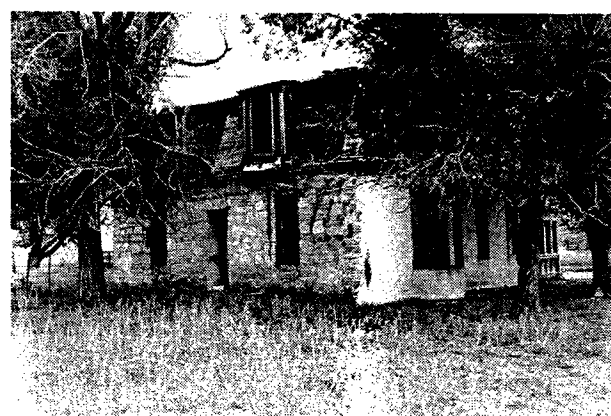
CN00-158 Rural
House: Upright With Side Wing type, frame C1905



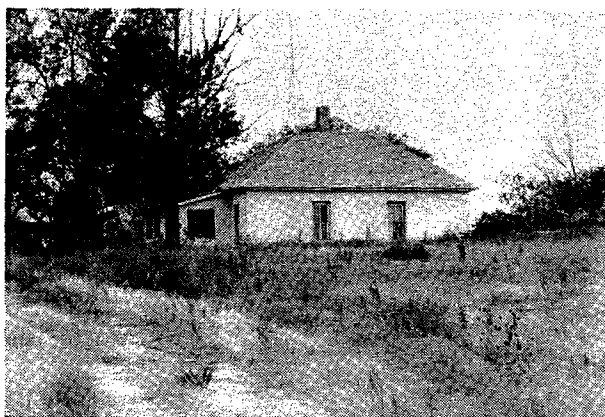
CN00-164 Rural
House: Vernacular, cement block C1905



CN00-170 Rural
Vernacular House: Gable Front type, frame C1900



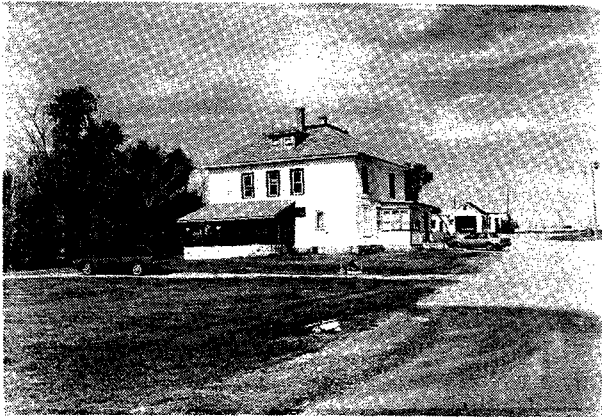
CN00-192 Rural
House: Second Empire details, limestone C1895



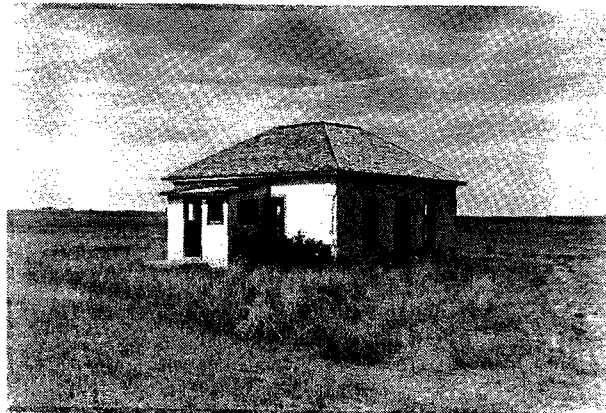
CN00-195 Rural
House: Vernacular, limestone C1890



CN00-213 Rural
House: Vernacular, limestone C1905



CN00-246 Rural
House: American Four-Square type, limestone C1910



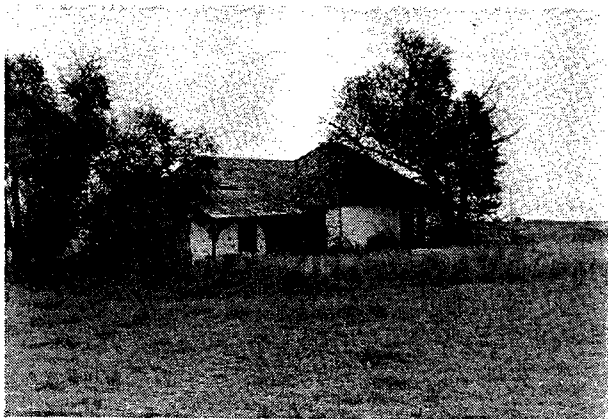
CN00-247 Rural
House: Vernacular, cement C1900



CN00-253 Rural
House: Hall and Parlor Type, frame C1905



CN00-257 Rural
House: Neo-Classical Revival details, frame C1913



CN00-268 Rural
House: Vernacular, cement C1900



CN00-271 Rural
Draper House: Vernacular, sod C1907



CN00-280
House: Vernacular, limestone

Rural
C1899



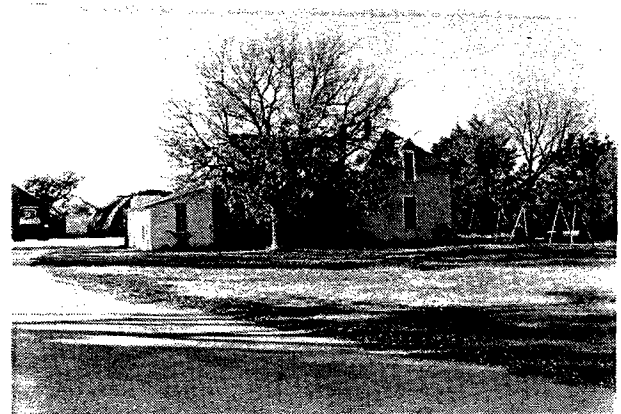
CN00-302
Friend Dickinson House: Vernacular

Rural
1883, 1895



CN00-312
House: Vernacular, limestone

Rural
C1899



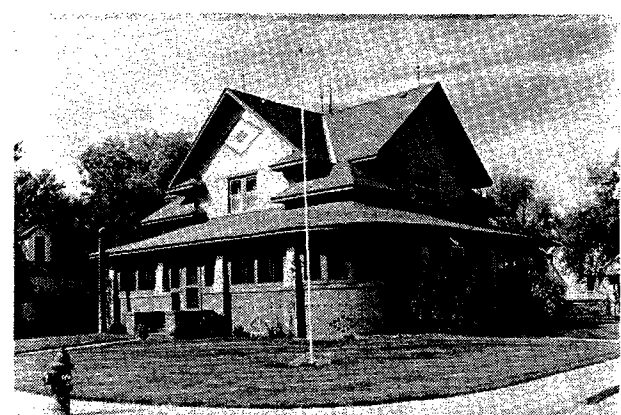
CN00-320
House: Vernacular, limestone

Rural
C1905



CN00-344
House: Vernacular w/Queen Anne details, stone

Rural
C1905

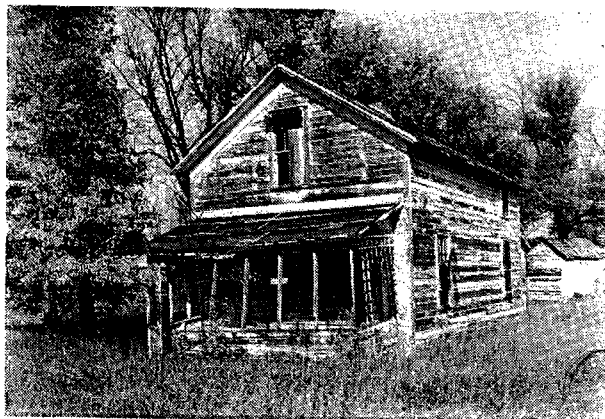


CN03-005
B.C. Carter House: brick

Dalton
C1920



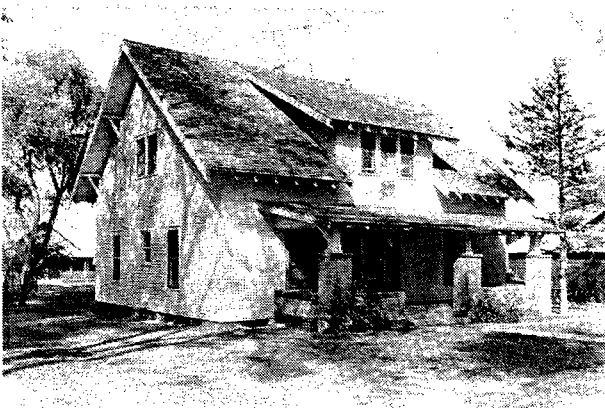
CN03-008 Dalton
House: Period Houses-Tudor Revival, stucco C1937



CN03-010 Dalton
House: Gable Front type, frame C1908



CN03-021 Dalton
House: Vernacular w/Neo-Classical details C1908



CN03-025 Dalton
House: Craftsman style, frame C1915



CN03-030 Dalton
House: Craftsman style, brick C1920



CN03-038 Dalton
House: Craftsman details, stucco C1918



CN04-002
House: Vernacular w/Neo-Classical porch,

Gurley
C1908



CN04-013
House: Vernacular, frame

Gurley
C1908



CN05-012
House: Vernacular, limestone

Lodgepole
C1897



CN05-015
House: Gable front with Side Wing, frame

Lodgepole
C1890



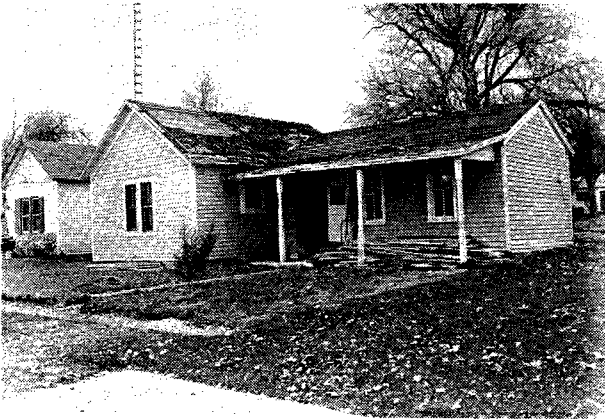
CN05-016
House: Vernacular, I-House type, frame

Lodgepole
C1905

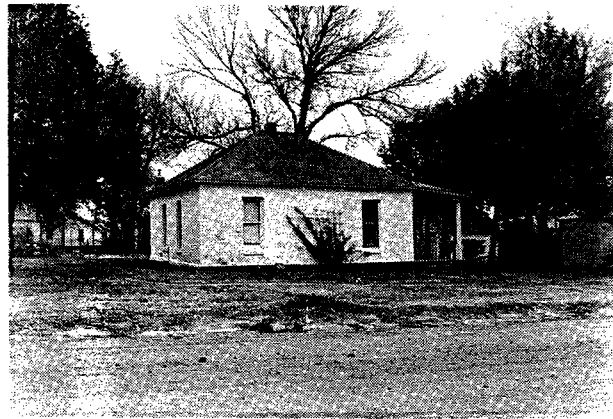


CN05-023
House: Vernacular, limestone

Lodgepole
C1900



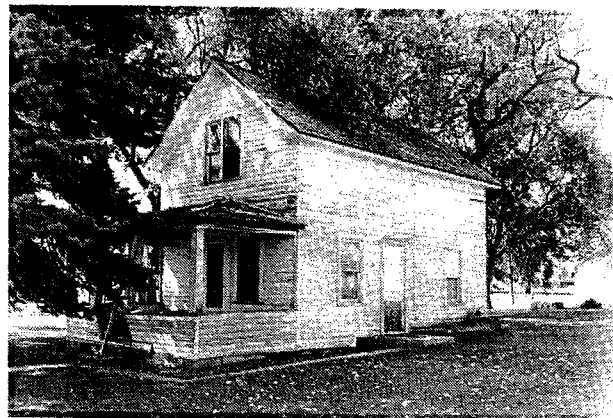
CN05-051 Lodgepole
House: Gable Front With Side Wing, frame C1888



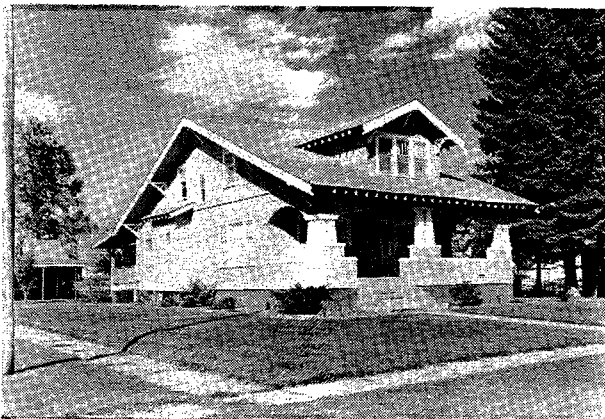
CN05-059 Lodgepole
Robert Kidney House: Vernacular, limestone C1898



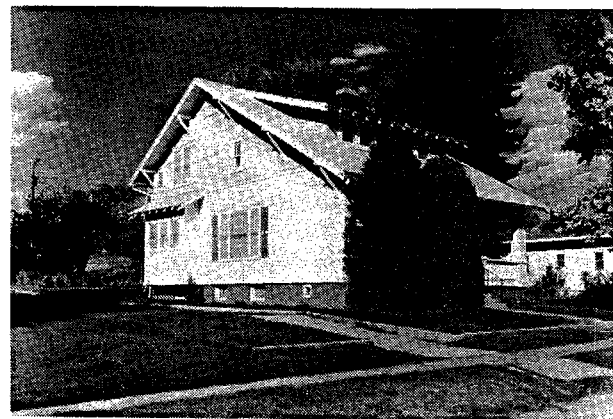
CN05-066 Lodgepole
House: Gable Front type, frame C1900



CN08-027 Potter
House: Vernacular w/Neo-Classical porch C1900



CN08-032 Potter
House: Craftsman style, frame C1920

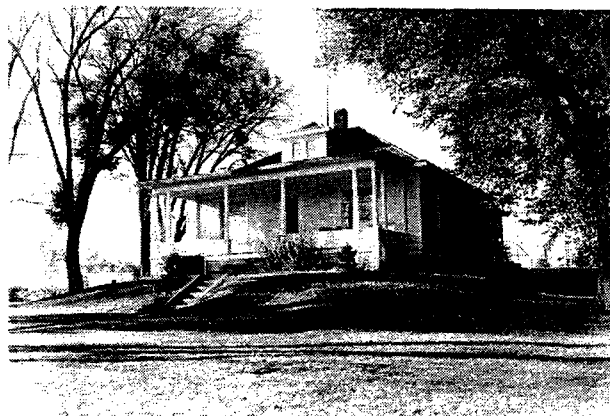


CN08-039 Potter
House: Craftsman style, frame C1920



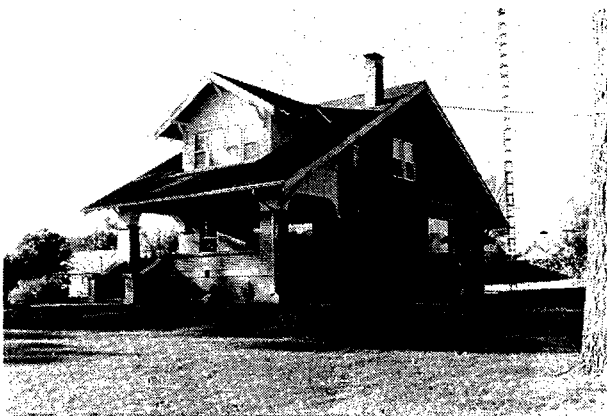
CN08-052
House: Craftsman style, frame

Potter
C1920



CN08-056
House: Vernacular w/Neo-Classical details

Potter
C1915



CN08-057
House: Craftsman style, brick

Potter
C1920



CN08-064
House: Craftsman style, frame

Potter
C1920



CN09-002
House: Hall and Parlor type, frame

Sidney
C1890



CN09-004
Duplex: Craftsman style, frame

Sidney
C1918



CN09-007 **Sidney**
House: Vernacular w/Neo-Classical porch **C1908**



CN09-008	Sidney
House: Queen Anne style, frame	C1908



CN09-009 **Sidney**
S.A. Schmitt House: Neo-Classical porch **C1905**



CN09-012	Sidney
George H. Jewett House: Eclectic, frame	C1887



CN09-013	Sidney
House: Queen Anne style, frame	C1900



CN09-014 **Sidney**
W. Reilly House: Vernacular w/Eastlake porch 1886



CN09-018 Sidney
W.P. Miles House: Georgian Revival style C1912



CN09-020 Sidney
House: Craftsman style, frame C1915



CN09-023 Sidney
House: Queen Anne style, frame C1908



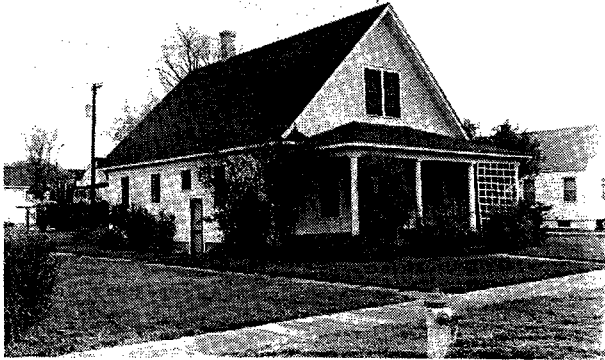
CN09-027 Sidney
House: Vernacular Greek Revival, frame C1910



CN09-034 Sidney
House: Period House, Georgian Revival, frame C1937



CN09-036 Sidney
O.R. Owens House, Queen Anne style, frame C1914



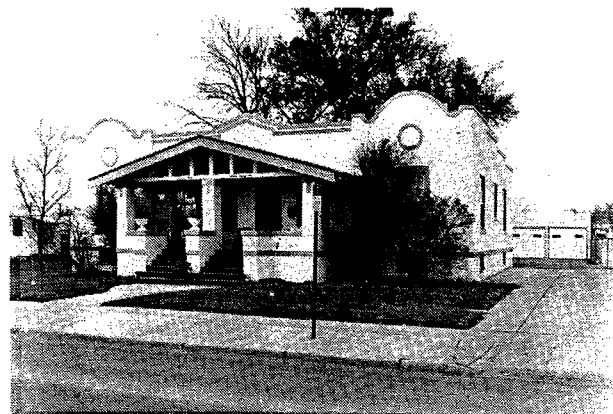
CN09-045 Sidney
House: Gable Front type w/Neo-Classical porch 1908



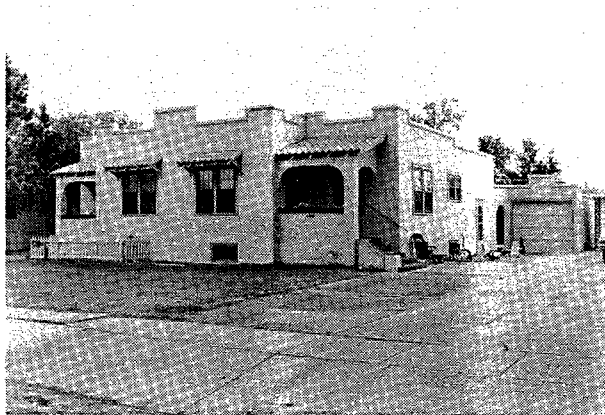
CN09-049 Sidney
Edward Yeagle House: St. Andrew's Hospital C1900



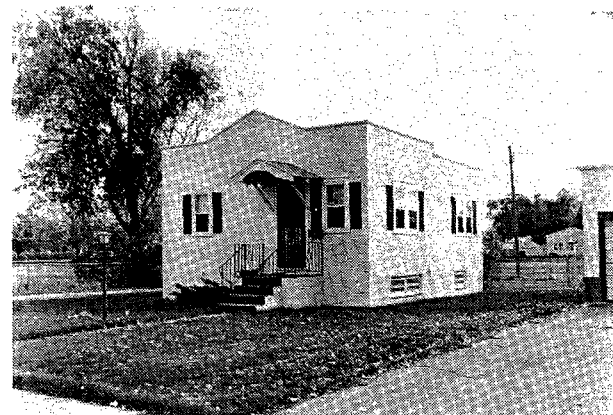
CN09-051 Sidney
Apartment House: Second Empire details, stone C1900



CN09-101 Sidney
Duplex: Period Houses-Spanish Colonial Rev. C1925



CN09-175 Sidney
Duplex: Period Houses-Spanish Colonial Rev. C1923



CN09-180 Sidney
House: Period Houses C1923



CN09-189 Sidney
House: Queen Anne style-Free Classic subtype C1905



CN09-194 Sidney
House: Craftsman style, frame C1920



CN09-200 Sidney
House: Craftsman style, brick C1920



CN09-210 Sidney
Duplex: Period Houses-Spanish Colonial Rev. C1925



CN09-220 Sidney
House: Period Houses-Spanish Colonial Rev. C1923

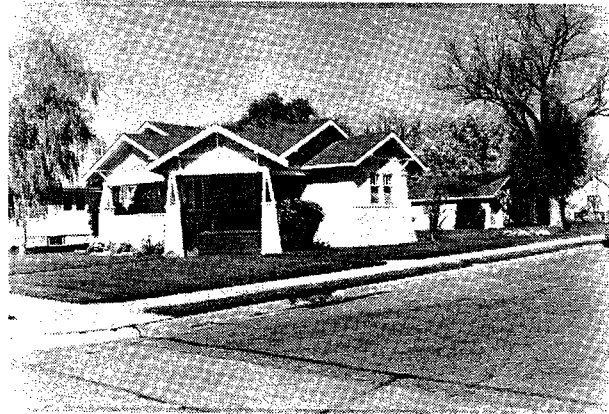


CN09-223 Sidney
House: Period Houses-Spanish Colonial Rev. C1925



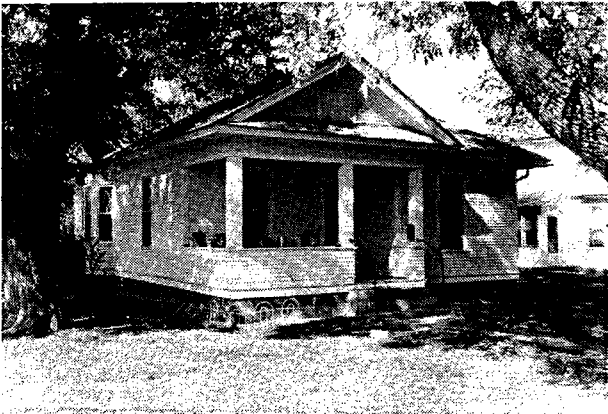
CN09-229
House: Craftsman style, brick

Sidney
C1920



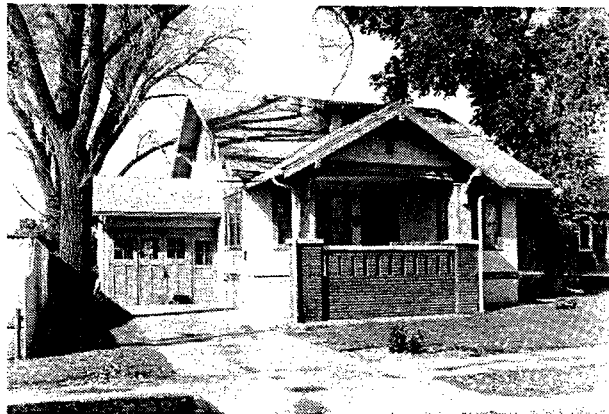
CN09-241
House: Craftsman style, stucco

Sidney
C1920



CN09-244
House: Queen Anne - Free Classic Subtype

Sidney
C1908



CN09-250
House: Craftsman style, stucco

Sidney
C1925



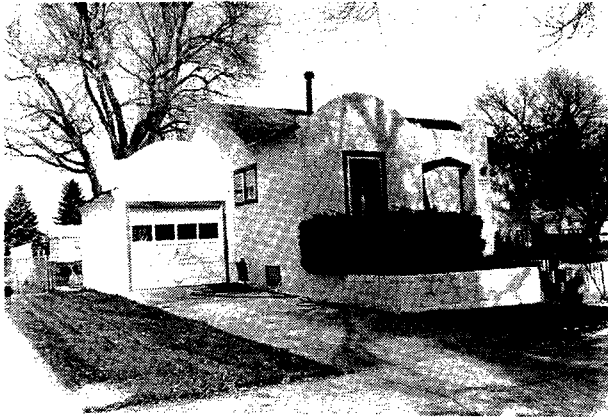
CN09-251
House: Gable Front w/Craftsman style details

Sidney
C1918

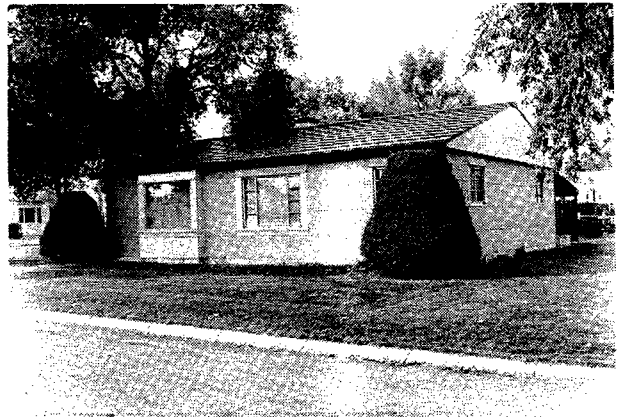


CN09-253
House: Vernacular w/Eastlake details, frame

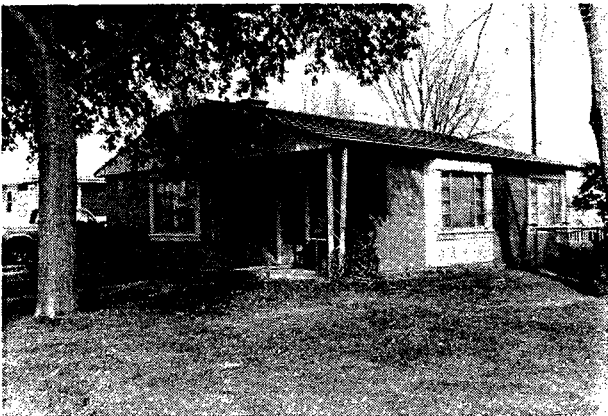
Sidney
C1895



CN09-272 **Sidney**
House: Period Houses-Spanish Colonial Rev. C1927



CN09-308 **Sidney**
House: Lustron type, prefabricated metal C1951



CN09-309 **Sidney**
House: Lustron type, prefabricated metal C1951



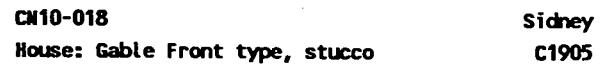
CN09-310 **Sidney**
House: Period Houses-Spanish Colonial Rev. C1927



CN09-319 **Sidney**
Duplex: Period Houses-Spanish Colonial Rev. C1927



CN09-320 **Sidney**
House: Period Houses-Spanis Colonial Rev. C1927



Cheyenne County House Type Summary



Fig. 22: Circa 1890 limestone house, Lodgepole, (CN05-012).

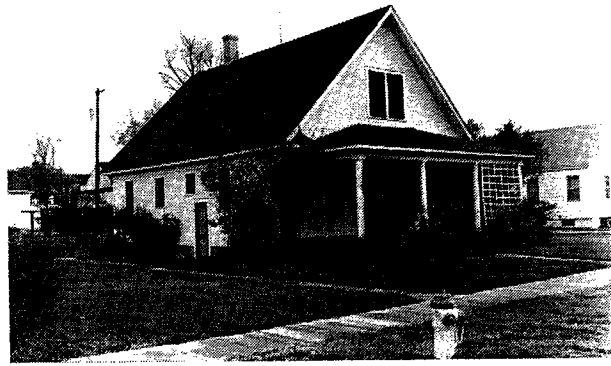
During fieldwork for historic buildings surveys it becomes apparent that many houses are not good examples of specific architectural styles. Since the goal of NEHBS is to document all houses with historic integrity, the NESHPO has developed a recording system; the method and rationale are described as follows.

Whether high style, folk/vernacular, or popular, houses can be analyzed for their shapes and frequency of occurrence in a given area. In the case of vernacular houses documenting the form can be especially important since there may not be other convenient ways to describe them. Historians have developed methods to describe ordinary houses; while the methods vary considerably, most use descriptions of the overall shape of the house, including shape, size, and roof type.

The Nebraska Historic Preservation Office uses stylistic terms where possible, and also a system to describe and categorize houses based on five elements. The method visually records form (e.g., rectangular, square); width; number of stories; roof type (e.g., gable, hip); and orientation to the street. These elements are computerized to determine dominant types in survey areas. A brief description of the most numerous combinations and their characteristics identified in Cheyenne County begins on the following page.



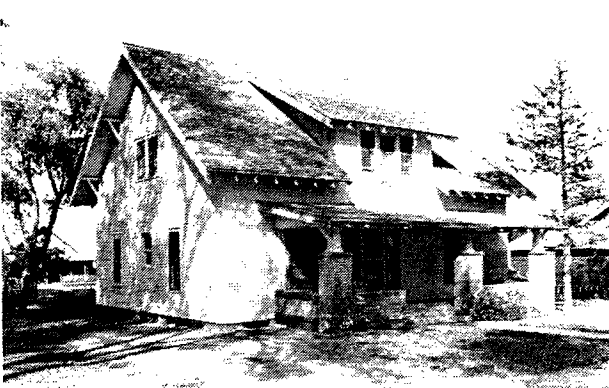
CN05-051



CN09-045

Type #1

This type is characterized by a rectangular shape, gable roof house with the narrow end facing the street. This type, with variations, represented over one-fourth (27%) of all Cheyenne County houses.



CN03-025



CN05-016

Type #2

This type, composed of sixteen varieties, represents almost one-fifth of all Cheyenne County houses. This type is virtually identical to Type #1 with the exception of the orientation toward the street. In this case, the long dimension of the house is parallel to the street.

RECONNAISSANCE SURVEY OF THE LINCOLN HIGHWAY IN CHEYENNE COUNTY

History of the Lincoln Highway

The Lincoln Highway can trace its origins to a group of automobile manufacturers and automotive suppliers who, under the leadership of Carl Graham Fisher, formed an association in 1912 with the goal of establishing a "Coast-to-Coast Rock Highway". The Lincoln Highway Association planned to develop a paved, marked, toll-free road that would provide the most direct route from New York to San Francisco. The highway, which would link the United States, as had the Union Pacific before it, was planned as a memorial to Abraham Lincoln. In 1913, a proclamation was issued which officially designated it as the first transcontinental highway in the United States. At the time of its dedication in October, 1913, the Lincoln Highway existed only on paper following established roads. It existed in this form for over a decade while the Lincoln Highway Association raised money and matched funds for paving of the roadway, since there were no federal funds and very limited state funds available.

Initially, the route of this memorial highway was widely coveted. Cities, rural, and resort areas appealed to the Association to locate the route through their area. Many local organizations suffered disappointment when the route was officially announced in 1913. The highway was to begin in New York and follow the most direct route to San Francisco, through New Jersey, Pennsylvania, northern Ohio, Indiana, and Illinois, central Iowa and Nebraska, southern Wyoming, northern Colorado and Utah, north and central Nevada, and through the Sacramento Valley, ending at Freedom Park in San Francisco.

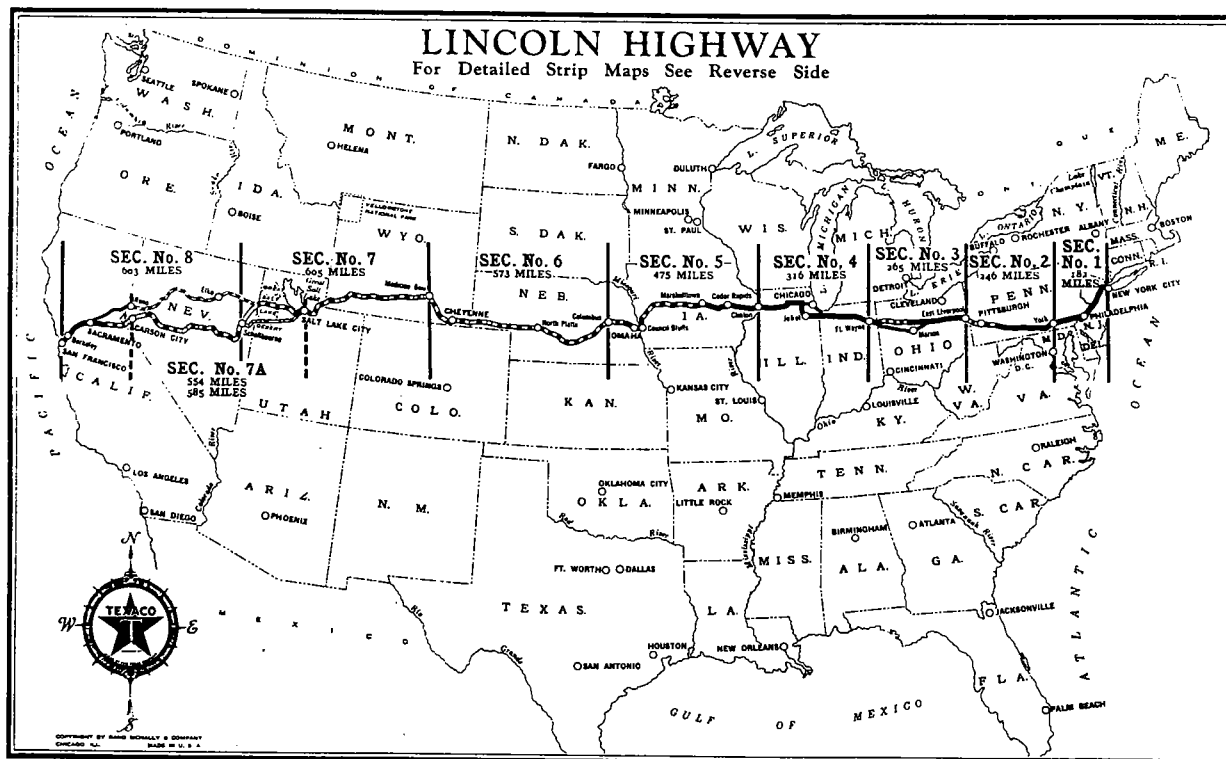


Fig. 23: Texaco Road Map featuring the Lincoln Highway/U.S. Route 30, C1930.

Following the official dedication of the route, the Lincoln Highway Association launched an extensive national effort to improve, mark and promote the highway. Individuals throughout the country contributed money, even if they were not on the route. The roads were soon marked with red, white and blue signs, and stripes with the letter "L" painted on telephone poles. With a network of state and local boosters, the Association criss-crossed the route, published and sold a series of guidebooks which informed travellers of road conditions, scenic sites, local history, and accommodations.

With cement donated by the Portland Cement Company and matching local funds, the Lincoln Highway Association also sponsored the construction of "seedling miles". At the time of their construction in several states along the route, these concrete sections of highway were usually the only improved road in the area. Seedling miles enabled the general public to understand what the Lincoln Highway could become, and underscored the necessity for improved roads.

Despite the tremendous efforts made by the Lincoln Highway Association, by 1919 the route was still unimproved in many areas. That year, a U.S. Army convoy crossed the country on the Lincoln Highway. The trip pointed out the poor condition of the highway and illustrated the need for a good transcontinental route. In 1926, the Lincoln Highway became part of the numbered routes in the newly established highway system, with most of the route becoming U.S. Route 30.

In Nebraska, the Lincoln Highway entered the eastern edge of the state at Omaha. It proceeded west through Elkhorn and Valley, and then followed the Platte River valley, as had the fur traders, pioneers, Pony Express, telegraph lines, and railroads before it. The highway followed the South Platte River to Big Springs where it then followed Lodgepole Creek to Sidney and crossed into Wyoming at Pine Bluffs.

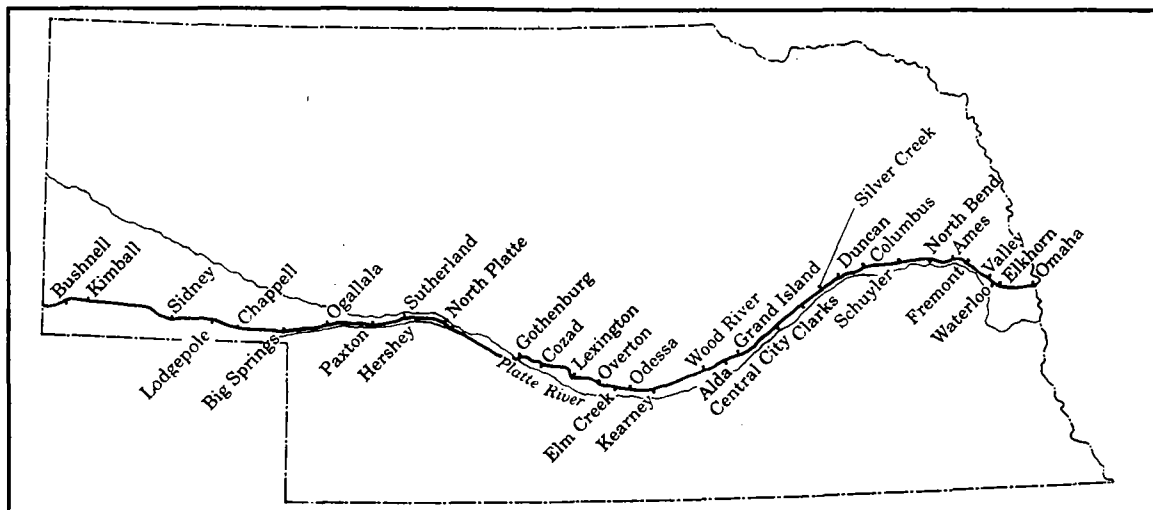


Fig. 24: Route of the Lincoln Highway in Nebraska
(Nebraska State Historical Society)

Nebraska, like most of the other states along the highway, enthusiastically endorsed the endeavor. When the highway proclamation was issued in 1913, Central City, Nebraska,

became the first town in the country to ratify the proclamation. Ceremonies on dedication day were held in cities on the route throughout the nation and Nebraska was no exception. In addition to the red, white, and blue markers, many communities erected their own signs or monuments in honor of the highway.

The "seedling mile" program was also successful in the state, with Grand Island, Fremont, and Kearney participating. In 1915, Grand Island became the first city in Nebraska to complete a seedling mile. Fremont raised enough money to construct a six-mile stretch, the longest seedling mile in the country. Concrete seedling miles were, however, a very small portion of the route. With large amounts of land and small populations, western states like Nebraska had difficulty paving major sections of the highway. Much of the road was gravel, although this was an improvement over the cow paths and dirt trails through fields, described in the Lincoln Highway guidebooks.

After the Lincoln Highway became part of the national highway system, it was rerouted in the eastern part of Nebraska. The bridge crossing the Missouri River at Omaha was a toll bridge, but a free bridge was built to the north at Blair. The Lincoln Highway, by then renamed U.S. Route 30, was rerouted to the free crossing in keeping with the Association's goal of making the road toll-free and direct. There were many other changes in the route through the years, most were due to property disputes or problems with railroad right-of-ways which resulted in small adjustments, often with the route jogging along section-line roads. By 1935, the highway was finally paved in its entirety. The last section was paved in November of that year a few miles west of North Platte, Nebraska.

The Lincoln Highway in Cheyenne County



Fig. 25: The Lincoln Highway in the central business district of Sidney.
(Nebraska State Historical Society Photograph Collection)

In Cheyenne County, the Lincoln Highway initially followed the early wagon roads established in the Lodgepole Creek valley. These roads were often nothing more than two wagon ruts cutting the grasses of the valley and were used primarily by those who had settled in the rural areas of the county.



Fig. 26: General view of the Lodgepole Creek valley showing early Lincoln Highway dirt road in the foreground, (Wyoming State Museum).

From 1913 to 1929, the location of the Lincoln Highway through the county often changed as improvements were made. Natural obstacles such as the limestone bluffs on the north side of Lodgepole Creek as well as the presence of the Union Pacific rail line caused changes in the route. The road entered the east-central part of the county near Lodgepole and traveled west through Sunol, Colton, Sidney, Brownson, and Potter. Major projects were undertaken on the highway in the 1920's near Lodgepole, Sidney and Potter. The improvements in Cheyenne County however, were slow to materialize in comparison with other Nebraska counties. Federal and state funding for road improvements were often associated with the demonstrated interest of local governments and organizations. In this regard, Cheyenne County was somewhat slow in mobilizing local efforts.

On November 1, 1917, Lincoln Highway Field Secretary Mr. H.C. Ostermann visited Sidney to report on developments and improvements in each state traversed by the highway. Interest in Nebraska was centered on federal funds to build the highway on the old grade of the Union Pacific Railroad which was being leased to the counties by the railroad. Heavy traffic was reported on the highway in Cheyenne County and particular comment was made on

the improvements to the road west of Sidney. This stretch of road was declared "in good condition and with more funding could be made a boulevard" (Sidney Telegraph Nov. 2, 1917).

Despite attempts by Ostermann to motivate local interest, significant improvements in the Lincoln Highway through Cheyenne County were not undertaken until 1923-24. In November 1923, the county was promised federal aid for two road projects in Sidney and Lodgepole. The Nebraska State Engineer had placed the county at the top of a schedule of priorities for road improvements in the state and announced the allocation of federal and state aid on two projects on the "east Lincoln Highway". At this time, the highway was referred to locally in geographic terms. The "west Lincoln Highway" was considered the stretch of road from Sidney west to Potter and the "east Lincoln Highway" was the portion from Sidney to Lodgepole.

One of the two projects eliminated the old highway running four miles west from Lodgepole by making an entirely new road on the north side of the railroad. The old Lincoln Highway entered Lodgepole from the east on Sheldon Street (present day Highway #30) then turned south on McBride Street for one block where it crossed the railroad tracks, and turned west on Front Street. The route followed Front Street to Oberfelder Street where it turned south for one block passing the Stone Hotel (non-extant) and Lodgepole Opera House (NRHP 1988).



Fig. 27: General View of the Lincoln Highway (Oberfelder St.) in Lodgepole. Note Lincoln Highway marker in left of photograph (NSHS Collection).

The highway then turned west again on Latham Street and traveled four miles up the Lodgepole Creek valley past the Meadows and Friend Dickinson ranches. It then turned north and re-crossed the railroad tracks to the Fred Lehmkuhl ranch where it turned west again onto what is now Route #30 to Sidney. The primary reason for this indirect route through Lodgepole was to circumvent the Lehmkuhl lagoon west of town. The plans for improvements in Lodgepole called for the elimination of the two rail crossings by constructing a new highway north of the tracks. The new route was begun in 1924 with federal funds secured by county officials assisted through the efforts of the Sidney Chamber of Commerce and the Farmer's Union Cooperative. In addition to the new grade, the road also required the construction of five bridges.

The second project announced in November, 1923 consisted of improvements on a three mile stretch of road east of Sidney that eliminated the use of a Burlington Railroad viaduct and crossing of the Union Pacific railroad tracks. The project also eliminated several curves and extended the highway east under the Burlington tracks through a new viaduct where it joined the existing road at the northeast corner of the cemetery. The highway was also graded from the cemetery corner to the St. George Ranch five miles east of Sidney where it entered the Union Pacific right-of-way.

Under federal aid projects, the state was responsible for contract management and road building with the cost split evenly between state and federal appropriations. Cheyenne County was comparatively late in receiving aid because of a lack of demonstrated interest. Of nearly \$200,00 in federal aid due the county, only \$60,000 had been used prior to the announcement of the two projects in 1923. This money had been used for improvements on Highway #19 south to the Colorado border, and Highway #385 north to Dalton. By comparison, the majority of the counties in Nebraska had received their entire federal shares by 1923.

Another significant improvement was made near Potter in 1929. Prior to this time, the highway turned north across the Union Pacific Railroad two miles east of Potter where it then entered town on the "Main Street" of the central business district. This brought the traffic dangerously close to the commercial buildings located immediately adjacent the highway. After traveling through town, the road recrossed the tracks two miles west of town. In an effort to improve safety, a new road was constructed on the south side of the railroad and a new crossing was installed on Chestnut Street.

The Impact of the Lincoln Highway in Cheyenne County

The automobile transformed America's transportation system, as well as the landscape through which it traveled. Communities that were originally focused around central business districts or near railroad depots gradually expanded their retail and service industries along highways. Initially, these businesses were exclusively automobile related, such as filling stations and service garages. Cheyenne County towns along the route had various tourist accommodations although in the early years, they were usually not specifically oriented to motor travel. In 1919, Sidney and Lodgepole had at least two hotels and two garages, and the route was marked through the towns and surrounding rural area. Towards the mid-to late 1920's, the comfort and convenience of travelers was emphasized with the development of roadside motel courts, cafes, and restaurants. By 1924, Cheyenne County boasted six hotels, eight service garages, three campgrounds and one automobile club.

Usually these businesses were located at the outskirts of communities and allowed travelers quick access to the highway. With the onset of the Great Depression, the amount of leisure travelers decreased, as well as the number of new motels and service stations. However, with the post-World War II prosperity in the mid-to late 1940's, automobile ownership and recreational travel increased dramatically.

The prosperity of the 1940's and 50's enabled the existing roadside business owners to become so successful that more and more competitors built along the highway. Eventually, it was not just larger communities that supported roadside businesses, but smaller towns and villages also offered motels and rest areas. Roadside business owners were forced to compete for the travelers business. More often than not, this competitive spirit was expressed with a wide range of building types to attract tourists.

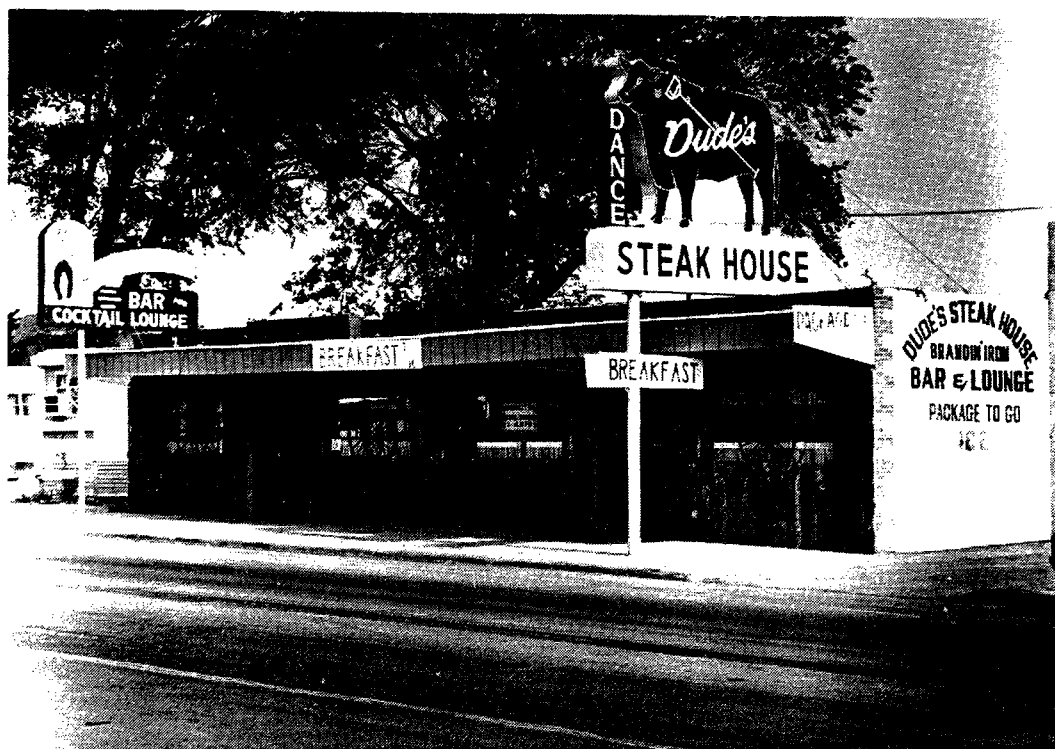


Fig. 28: Dude's Steakhouse and Brandin' Iron Bar, Sidney, (CN09-119).
(LaVern Draper Photograph)

With the construction of Interstate highways during the 1960's, much of the traffic on the older highways was displaced to the new routes. As modern day hotel and motels were constructed in close proximity to the Interstate, many of the original roadside businesses were closed or abandoned. This was especially true in Sidney where development adjacent the Interstate 80 interchange is progressing rapidly. Recent construction includes three fast food restaurants, two large service stations, a motel and the new Cabela's store. However, several examples of Lincoln Highway/Route #30 roadside buildings remain, and some are still in operation. As the 1993 building survey has shown, for those who take the road less traveled, there is much to be discovered.

Summary of Lincoln Highway Buildings

Rural

An important remnant of the Lincoln Highway/Route #30 roadbed is still extant between Sidney and Buffalo Bend. The road is located between the current Route #30 pavement and the Union Pacific rail line, and is visible in intermittent patches throughout an eleven mile stretch from a point beginning with State Link 17-D and ending one-half mile east of Buffalo Bend. Portions of this road are currently being used by the Nebraska Department of Roads for use in road maintenance. Buffalo Bend is located fifteen miles west of Sidney near the landmark Point of Rocks and the former Adams & Redington ranch. In 1952, a motel, cafe, and campground were developed near the bend on the south side of Highway #30.



Fig. 29: Buffalo Bend highway sign, C1960, (CN00-163).

Lodgepole

Early businesses established on the Highway in Lodgepole included Kripal's Garage (CN05-036), Hurst's Lodgepole Motel, C1932, (CN05-030), the Rainbow Motel & Service Station (CN05-033), Kreider Implements (CN05-034), a motel/service station complex (CN05-038), and a former filling station (CN05-037). Hurst's Lodgepole Motel was built in 1932 and consists of six motel cabins arranged in a U-shaped configuration. Each cabin measures 16 x 25 feet with two rooms per unit and is connected to an adjacent cabin by an eighteen foot wide garage bay. The location of the garage bays between each cabin allowed sheltered and discreet access to the rooms through a side door entrance. The wood frame walls are covered with a stucco finish, and each cabin is covered with a flat roof.

The Rainbow Motel complex, located on the north side of the highway in Lodgepole, was purportedly built in phases during the 1920's. County Assessor's records indicate the motel

cabins were built in 1915 with the former garage and office constructed approximately 1928. However, the highway did not pass this location until improvements were made in 1924. Prior to this, the highway turned south three blocks east of this site and ran on the south side of the U.P. tracks a distance of four miles. Therefore, it is assumed the entire complex was built in the mid to late 1920's. It originally included an office, garage, and motel cabins, however the cabins are non-extant. The office later served as a candy store. Another former motel complex (CN05-038) is located in Lodgepole on the northeast corner of Sheldon and Payne streets. The motel cabins were purportedly built in 1930, and a filling station was added to the site in 1940. A non-contributing addition to the west side of the filling station was added in 1978.

Sunol

Motel on the north side of highway in Sunol (CN10-009). Built C1925 by Elsie M. Hill, the motel consisted of five motel units within one rectangular-shaped building. It is currently owned by Clarence Mashek. Also, a Highway #30 rest area is located on the east end of town (CN10-011).

Sidney

Businesses developed in Sidney on the Lincoln Highway during the 1910's and 1920's included Hahler's Garage, Brewer's Garage, Sidney Auto Company, Owens Dodge Cars, Brott Garage and Machine Shop, Osborn, and Bentley Automobile Companies.

Later 1950's businesses: Deluxe Motel, 1946 (CN09-121), El Palomino Motel, 1950, (CN09-088), El Rancho Motel (CN09-096, Mayfair Service Station & Motel, 1930-47, (CN00-120), Bar Q Motel, 1952, (CN00-122), and the Generic Motel, 1954, (CN00-121),

The Jackson Auto Dealership in Sidney (CN09-343) was located two blocks north of Highway #30 across the Union Pacific railroad tracks. This large three-story brick building contained a show room and service garage on the first floor. W.C. Jackson featured the Drummond Roadster and Touring cars manufactured by Drummond Motor Company. The Deluxe Motel in Sidney (CN09-121) is located on the south side of the highway in the west end of the city. Built in 1946, the Deluxe included an office/house, cafe, swimming pool and sixteen motel units in two separate buildings. It is constructed of concrete block bearing walls with stucco and permastone sheathings. The El Palomino Motel (CN09-088) was built in 1950 on the north side of highway on the west end of town. This unique U-shaped motel contains an office in the south end with rooms in the east and west wings. The Mayfair Service Station and Motel was located one mile east of Sidney on the north side of the highway. The Mayfair was located on a profitable site where the old Lincoln Highway entered onto the current road after crossing Highway #385. The Motel cabins (non-extant) were built in 1930 and a service station was added C1947 in front of the cabins. Some cabins were relocated to Sidney and reused as garages (CN09-151). The Mayfair consisted of nine separate buildings with two units per building. Some units had only one-room in a 14 x 20 foot building while others had two-rooms in a 22 x 28 foot building. Only the former service station remains and is now used as the International Harvester implement dealer.

Preliminary Inventory of Lincoln Highway Properties

A Preliminary Inventory of Lincoln Highway properties begins on the following page. Of the fifty-four (54) surveyed properties associated with the highway, eighteen (18) have been determined potentially eligible for National Register listing.

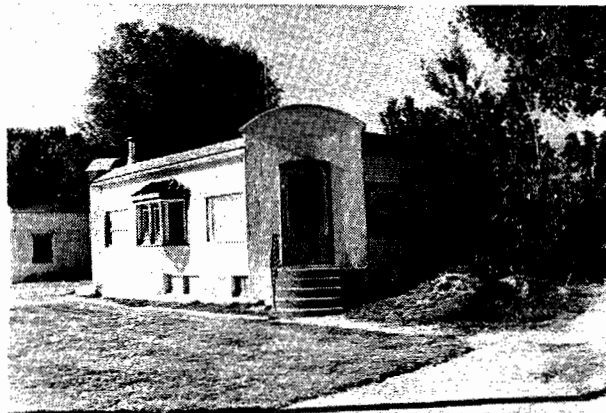
NEHBS NUMBER: CN05-030 Lodgepole
DATE: C1932
NAME: Hurst's Lodgepole Motel

A one-story frame and stucco "U" shaped motel court with a false-front parapet. Original configuration had garages between each two room unit. At some point, the garages were converted into additional rooms. Potentially significant as a motel court associated with retail commerce on the Lincoln Highway.



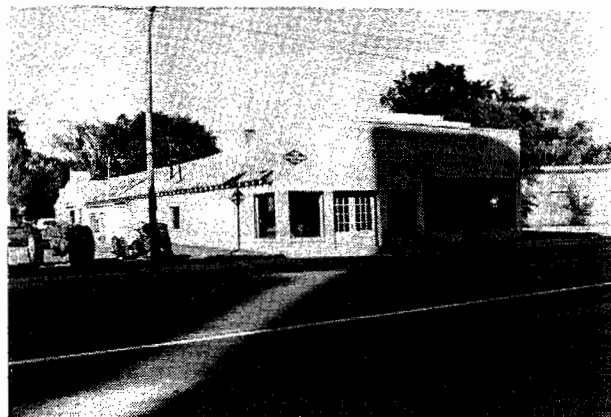
NEHBS NUMBER: CN05-033 Lodgepole
DATE: C1928
NAME: Rainbow Motel/Service Garage

Although the motel cabins are non-extant, the remaining two Spanish Revival style buildings retain their historic integrity. Potentially significant for association with commerce and transportation as a roadside motel complex established during the Development and Growth era (1890-1920).



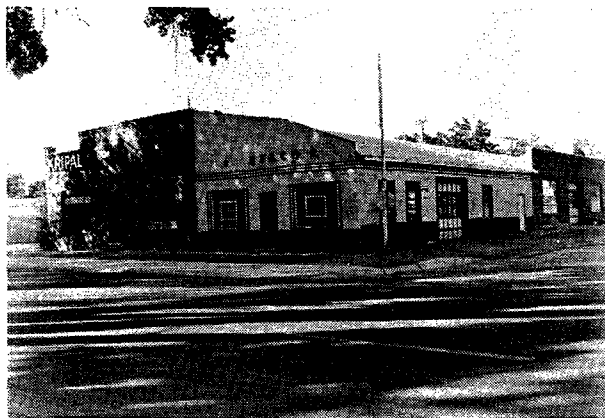
NEHBS NUMBER: CN05-034 Lodgepole
DATE: C1925
NAME: Former Implement Dealership

A good example of commercial development that occurred on the highway in the 1920's and 30's. With its false-front facade, stepped parapet, and large window openings, this building is typical of service garages constructed during this era.



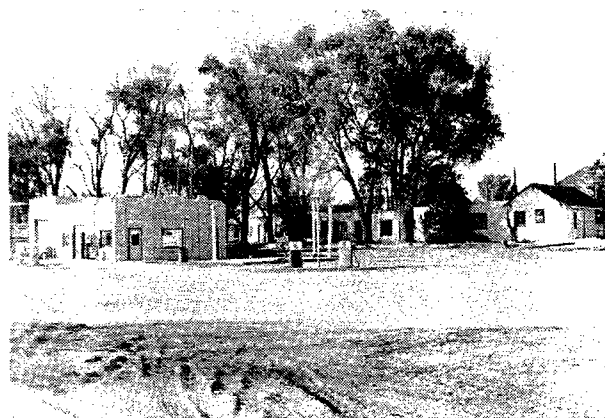
NEHBS NUMBER: CN05-036 Lodgepole
DATE: C1925, C1945
NAME: Former Service Garage

Excellent example of a brick and stucco service station with "Texaco" stylized detailing and steel frame windows. Although the parapet has been altered, and the building was enlarged in 1947, it still retains most of its historic character. Potentially significant to the study of transportation related properties and for its association with the Lincoln Highway/Route #30 during the period of Spurious Economic Growth (1920-1929) in Cheyenne County.



NEHBS NUMBER: CN05-038 Lodgepole
DATE: 1930, 1940
NAME: Former Motel/Service Station

One-story frame and stucco eight room cabin building with gable roofed wings at the ends of the central shed roof building. In 1940, a brick and stucco service station was built to further serve the travelers of the Lincoln Highway/Route #30. Potentially significant for its association with retail commerce and transportation in Cheyenne County in the early twentieth-century.



NEHBS NUMBER: CN00-152 Rural
DATE: C1925
NAME: Abandoned Motel

Located east of Potter, this abandoned one-story frame and stucco motel complex is indicative of roadside development on the highway during the 1940's. The original motel cabins were connected by garage bays. Considered potentially significant for its contribution to the study of roadside motels along the Lincoln Highway in Cheyenne County.



NEHBS NUMBER: CN08-036 Potter
DATE: C1923, C1937
NAME: Former Filling Station

Located one block north of the highway in Potter, this former brick and stucco filling station was designed with curvilinear parapets at the gable end and above each entry. In response to increased demand for automobile repair in the 1930's, a service bay was added to the west side of the station. Potentially significant for its contribution to retail commerce and transportation during the Spurious Economic Growth period (1920-1929) in Cheyenne County.



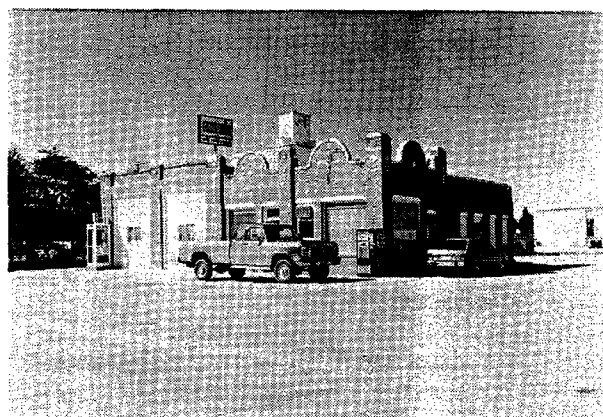
NEHBS NUMBER: CN00-086 Rural
DATE: C1925
NAME: Former Lincoln Highway Roadbed

One of the more important extant resources associated with the Lincoln Highway in Cheyenne County are portions of the former roadbed. Several miles of abandoned Lincoln Highway roadbed are located in the right-of-way between the current Highway #30 and the Union Pacific railroad from Sidney to Buffalo Bend. This stretch of roadbed is visible in intermittent portions beginning at the junction of State Link 17-D and Route #30.



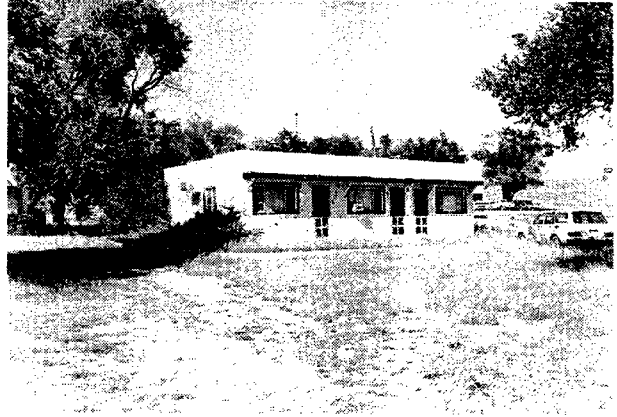
NEHBS NUMBER: CN00-120 Rural
DATE: 1930, 1940, 1947
NAME: Former Mayfair Service Station

Only the brick service station remains from the original Mayfair roadside motel complex, located to the east of Sidney. In 1930, four two-room cabins were built, and in 1940 four larger two-room cabins and an office were added to the facility. The one-story brick service station with semi-circular parapets and brick corbeling was built in 1947. One of the cabins was relocated into Sidney and converted into a garage.



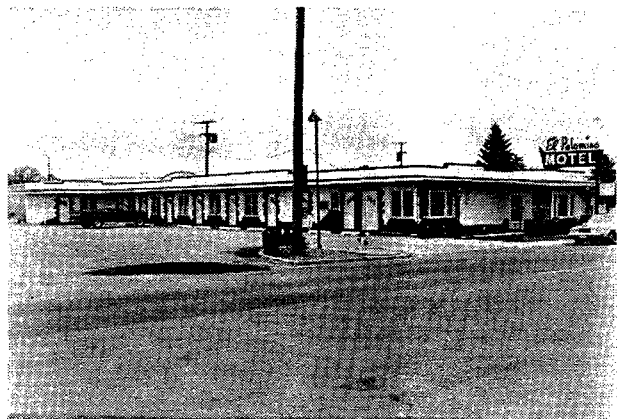
NEHBS NUMBER: CN00-122 Rural
DATE: 1952
NAME: Abandoned Bar Q Motel

The Bar Q Motel complex is composed of three frame and asbestos sided buildings, a one-story office building, and two motel cabins, each with a flat roof and parapet walls. A deteriorating neon sign is located at the entrance. The motel is potentially significant for its contribution to retail commerce on the Lincoln Highway in Cheyenne County.



NEHBS NUMBER: CN09-088 Sidney
DATE: 1950
NAME: El Palomino Motel

Located in the west end of Sidney, the El Palomino is an excellent example of Post-War roadside motels. The use of permastone siding and glass block windows are characteristic of early 1950's architectural detailing. The building's "U"-shaped plan allows individual rooms to have more natural light and ventilation. Significant as an example of modern post-war motels and for its association with the Lincoln Highway/Route #30.



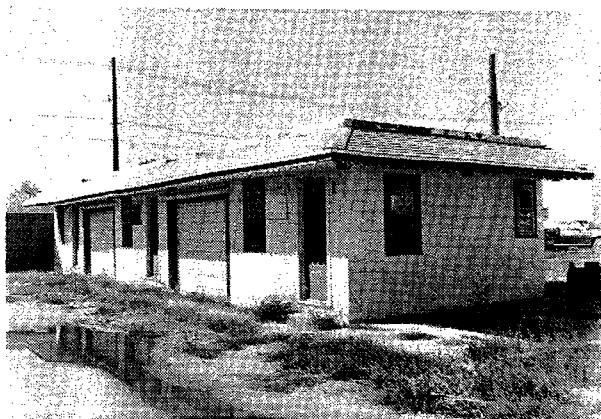
NEHBS NUMBER: CN09-091 Sidney
DATE: 1952
NAME: Sidney Motor Lodge and Bright Motel

Constructed in 1952 for the Bright sisters, this hotel complex was operated as two separate motels. The two brick buildings on the west consist of an eight motel room building with a separate office. The six room brick building on the east appears to have originally functioned as an extended stay motel with a brick house/office and garage to the south.



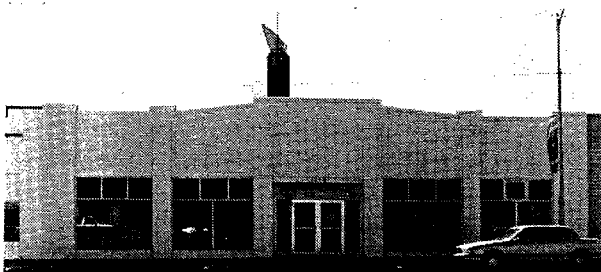
NEHBS NUMBER: CN09-096 Sidney
DATE: C1928
NAME: Former El Rancho Motel

Although a non-contributing metal storage building has been added to the site, the original motel buildings retain their historic integrity. The two brick and stucco motel room buildings have garages that separate individual rooms. Potentially significant for its contribution to the study of roadside motels and to retail commerce in Cheyenne County.



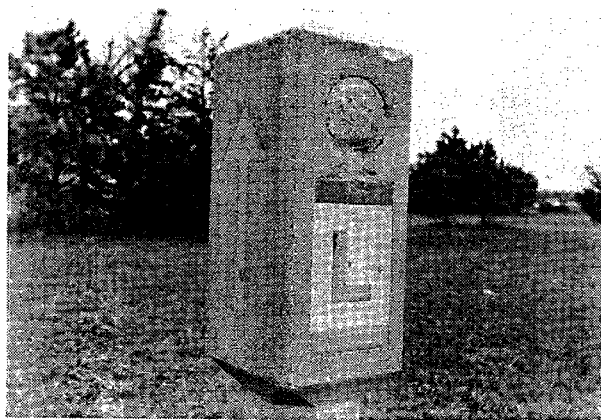
NEHBS NUMBER: CN09-109 Sidney
DATE: C1920
NAME: Stickney Dealership/Commercial Garage

One-story brick and stucco building that was constructed as an auto dealership/service garage. Large windows across the entire facade with a central entry are common features of this building type. Detailing is limited to brick corbeling on the parapet, engaged front pilasters and transom windows. Potentially significant for its contribution to transportation during the era of Spurious Economic Growth (1920-1929) in Cheyenne County.



NEHBS NUMBER: CN09-117 Sidney
DATE: C1928
NAME: Lincoln Highway Marker

One of approximately 2,000 cement Lincoln Highway markers erected in 1928 throughout the United States. The original plaque with the likeness of Abraham Lincoln has been removed.



NEHBS NUMBER: CN09-343 Sidney
DATE: C1918
NAME: Jackson Auto Dealership

Although five windows on the second floor have been altered, the former Jackson Auto Dealership is considered potentially significant for its association with the transportation industry during the Development and Growth period in Cheyenne County.



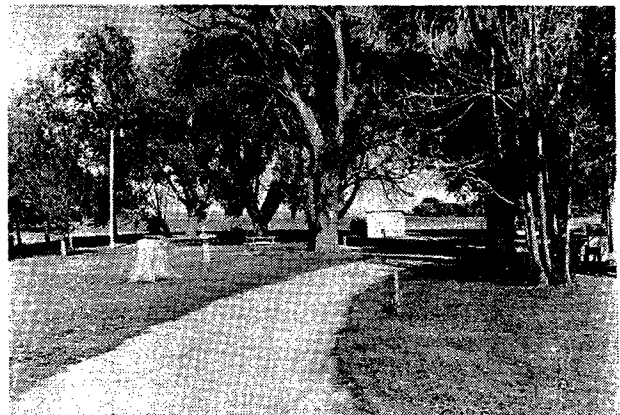
NEHBS NUMBER: CN10-009 Sunol
DATE: 1929
NAME: Abandoned Motel Cabin

Excellent example of a roadside motel cabin that retains a high degree of historic integrity. Built with Craftsman style detailing as evidenced by the exposed rafter ends, eave brackets, and wood shingle siding. Potentially significant to the study of roadside motels constructed in Cheyenne County during the 1920's and 30's.



NEHBS NUMBER: CN10-011 Sunol
DATE: C1935
NAME: Highway #30 Rest Area

Circa 1935 rest area consisting of mature landscape trees, picnic tables and frame restroom facilities. Potentially significant for its association to transportation during the early twentieth-century.



SIDNEY HISTORIC BUSINESS DISTRICT

The potential for a National Register Historic District in downtown Sidney was brought to the attention of the Nebraska State Historic Preservation Office (NESHPO) by the Cheyenne County Historic Structures Team. Comprised of motivated local citizens, the team began researching buildings in the central business district of Sidney in 1992. This public interest coincided with the 1993 resurvey of Cheyenne County by the NESHPO and resulted in the development of the Sidney Historic Business District National Register nomination.



Fig 30: General Views of 10th Avenue buildings in the Sidney Historic Business District.

Description

The Sidney Historic Business District is located in a five block area near the Union Pacific Railroad in the historic center of the original town plat of Sidney, Nebraska. Sidney, the county seat of Cheyenne County, is located in the Lodgepole Creek valley at the bottom of the high plains table lands in the western Nebraska panhandle. The most prominent landscape feature in the area are the rugged limestone bluffs which rise above Lodgepole Creek and provide a striking backdrop to the central business district. The district is comprised primarily of early twentieth-century commercial buildings, but does include evidence of the first enclave of buildings constructed in the late nineteenth-century. The asymmetrical-shaped district consists of a virtually uninterrupted streetscape of commercial buildings which extend on both sides of five blocks with a linear emphasis on the buildings facing 10th Avenue. Thirty-two buildings are located in the district and reflect simplified applications of Late Victorian and Neo-Classical Revival style architecture. The exclusive use of brick and limestone masonry construction is a distinctive feature of the district. While alterations to first floor storefronts has occurred through time, the district retains its historic character with twenty-nine contributing and three non-contributing buildings.

Sidney, (1990 population: 5,959) is located in the south-central portion of the county and is one of the oldest communities in the western Nebraska panhandle. This semi-arid

region is typical of the Nebraska high plains where wheat growing now predominates agricultural production. The asymmetrical-shaped district includes portions of five original town blocks platted by the Union Pacific Railroad in 1867. Although originally located in the geographic center of town, extensive twentieth-century growth to the south has now placed the district in the northern portion of the community. The 6 acre business district is centered on 10th Avenue, the primary north-south corridor of the central business district, and is roughly bounded by King Street on the south, Hickory Street on the north, 11th Avenue on the west, and 9th Avenue on the east. The twenty-nine contributing buildings in the district are primarily two-story masonry and masonry-clad buildings erected between 1886 and 1922. Older buildings are concentrated at the north end of the district with newer buildings predominating to the south.

The visual character of the Sidney Historic Business District is primarily related to commercial development that occurred in the early twentieth-century. Twenty-one of the twenty-nine contributing buildings were constructed between 1908 and 1920. Despite strong associations with early twentieth-century development, evidence of late nineteenth-century commercial growth from the period of historic significance still exists. In addition, the pattern of commercial development established in the 1880's is clearly evident in the district today.

The visual emphasis of the district is primarily focused upon the buildings that front 10th Avenue. As a transportation corridor, 10th Avenue was important as the main railroad crossing to the scattered development north of the tracks, and as the primary north-south road leading to the Union Pacific passenger and freight depots. Also, in the mid-1880's 10th Avenue developed into the primary route leading south to newly platted residential additions and rural homesteads south of Lodgepole Creek (also known as the South Divide).

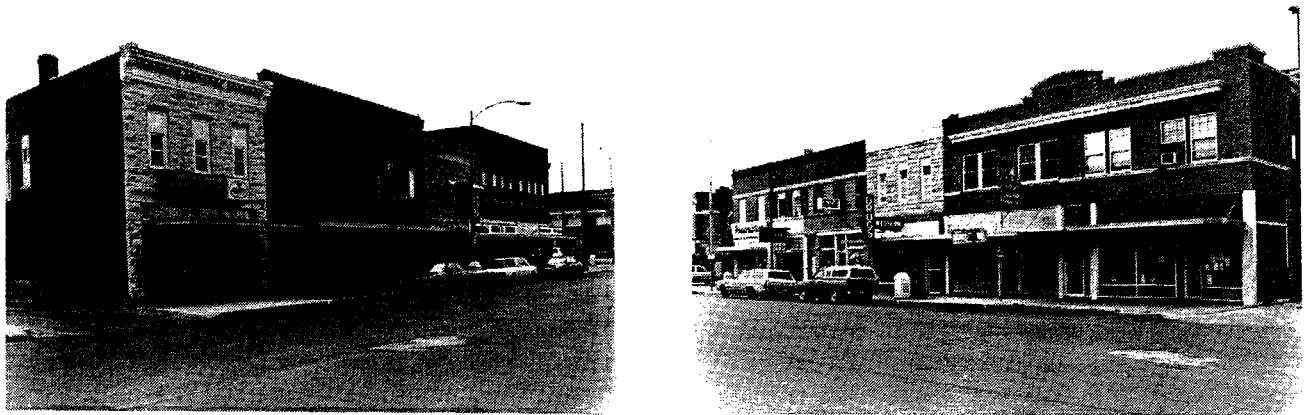


Fig. 31: General views of 10th Avenue between Hickory and Illinois streets.

The linear orientation of the district is reinforced by the nearly uninterrupted row of two-story masonry buildings on 10th Avenue. A continuous line of two-story buildings on both sides of 10th Avenue from the Block 21 alley to Illinois Street creates a sense of enclosure on the streetscape. The uniform building height and use of masonry facades lends an architectural cohesiveness to 10th Avenue that is one of the distinctive architectural

qualities of the district. The uniformity of building scale is evidenced by the fact that 21 of the 23 contributing buildings with facades fronting the street are two-story with similar stringcourse and parapet lines (see Fig. 31). Pivotal buildings on 10th Avenue that reinforce these qualities include the Greenlee Building (CN09-061), Cleburne Block (CN09-070), Tobin Block (CN09-064), American National Bank (CN09-077), and the Frank Welch Lodge (CN09-073). In addition, the row of four two-story buildings on the east side of 10th Avenue between Jackson and the district boundary are also important (see Fig. 30, CN09-052, CN09-053, CN09-054, CN09-123).



Fig. 32: Greenlee Building (CN09-061).



Fig. 33: C.D. Essig Building (CN09-074)

Another important characteristic of the district is the predominant use of masonry materials; all of the 29 contributing buildings are constructed of either limestone or brick. In some cases, locally quarried ashlar masonry limestone blocks were used for the structural load-bearing walls with a pressed facebrick veneer used on the facade (CN09-064: Tobin Block, and CN09-070 Cleburne Block). The ashlar masonry types are composed of random-range limestone courses, generally larger in size than brick with irregular or squared beds and joints laid in mortar. In addition, five buildings contain random limestone bearing walls with either quarry-faced or dressed-faced limestone block facades (CN09-129, CN09-074, CN09-076, CN09-062, and CN09-142). The extensive use of limestone in the late nineteenth-century is directly linked to the abundance of limestone outcroppings in the Lodgepole Creek valley (Haskell Hill quarry), and the lack of local brickyards (Sidney Telegraph, Jan. 23 , 1886).

Significance

The Sidney Historic Business District is significant on the state level in the area of commerce as a second-generation commercial area that represents the culmination of economic prosperity that occurred during the settlement and expansion of Sidney during the 1870's and 1880's. The district represents a direct link to the commercial activity that began with the arrival of the Union Pacific Railroad and the establishment of Ft. Sidney in 1867, exploded with the discovery of Black Hills gold in 1875, and continued until the closing of Ft. Sidney in the middle 1890's. These four elements combined to created a unique time of prosperity that made Sidney a regional commercial center. Business owners and retailers who participated in the commercial trade of this time reaped the benefits of the prosperity.



Merchants who founded businesses during the late 1870's were directly responsible for the construction of nominated. For those who were not directly responsible, the family wealth was passed to sons and daughters who then built many of the early twentieth-century buildings. Early merchants such as Tobin, Greenlee, Essig, McIntosh, Neubauer, Harper, Wright, McAleese, Chowins and Scanlon, had established businesses in Sidney during the 1870's and 1880's and were active members of the business community. They operated saloons, dry goods, hardware, millinery and drug stores and some were bankers, doctors, and attorneys. They conducted their trade from the enclave of commercial buildings constructed near the Union Pacific railroad. These were the first commercial buildings constructed in Sidney and acknowledged the importance of the railroad by their orientation towards the railroad hotel and depots. Many of these buildings were small frame false front structures that lacked durability and were especially susceptible to fire. Historic photographs taken in the 1880's show a continuous row of these buildings lining Hickory Street adjacent the railroad tracks.

While none of these buildings has survived, the legacy of their owners did. With the profits reaped during the 1870's and early 80's, the merchants constructed larger, more permanent masonry buildings which comprise the Sidney Historic Business District. This collection of late nineteenth and early twentieth-century buildings imparts a strong sense of Sidney's historic role as a regional commercial center.

WORLD WAR II AND POST-WAR RESOURCES IN CHEYENNE COUNTY

Introduction

The construction of the Sioux Ordnance Depot northwest of Sidney in 1942 triggered immense growth in both the economy and the built environment in the region. Adding to this growth induced by the military was the discovery of oil in the area and the subsequent development of that resource. This report briefly describes this period of the county's history and its impact on the built environment and the region.

As part of the 1993 Reconnaissance Survey of Cheyenne County, the Sioux Army Depot and several housing subdivisions were surveyed. The depot was subdivided into eight distinct areas for survey purposes (CN00-46.001 through CN00-46.008), including the housing development of Ordville. Housing subdivisions in the town of Sidney related to this growth period were evaluated for cohesive elements and surveyed accordingly. The Simon-Hardy Addition and the Country Club Addition were not judged to be cohesive residential districts. The other subdivisions were deemed cohesive units and surveyed as subdivisions, with only one site number assigned to each. The descriptions and evaluations of the depot and the housing subdivisions of the period are included in the history narrative, as are the statements concerning impact on the region. All buildings are extant unless noted otherwise.

Historical Background

In 1942, at the beginning of the United States' involvement in World War II, the Army determined that additional storage was needed for munitions and several locations were selected throughout the country. One of these locations was a site twelve miles northwest of Sidney, Nebraska.

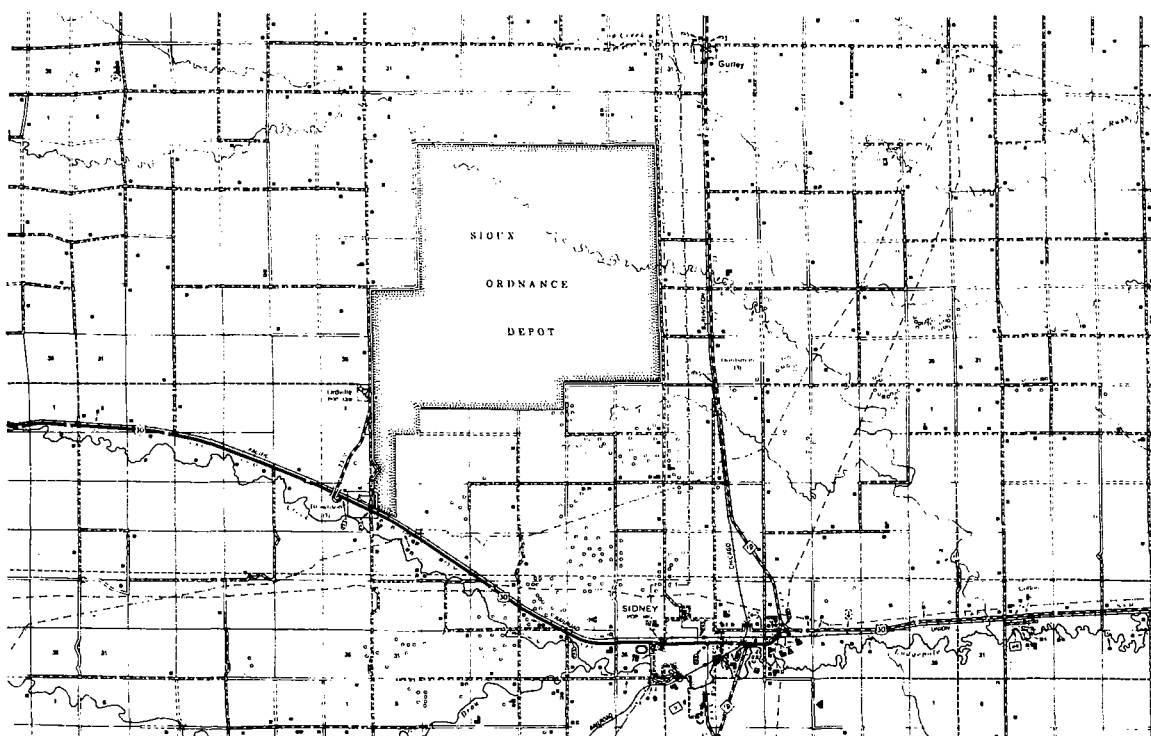


Fig. 34: Cheyenne County road map showing Sioux Ordnance Depot and surrounding communities.

The government purchased 19,771 acres of farmland, dispossessing thirty-five families in the process. Meanwhile, every available spare room, garage, and chicken coop was converted to housing, but it was not enough. A trailer camp to house construction workers was set up at the county fair grounds on the west side of Sidney, a second temporary encampment was established on the east side of town, and work was begun.

The initial mission of the facility, named the Sioux Ordnance Depot, was the receipt, storage, and issuance of army ammunition and components and general supplies. The depot took shape quickly, designed with four specific internal areas: administration, utilities, combat equipment and storage, and the magazine area.

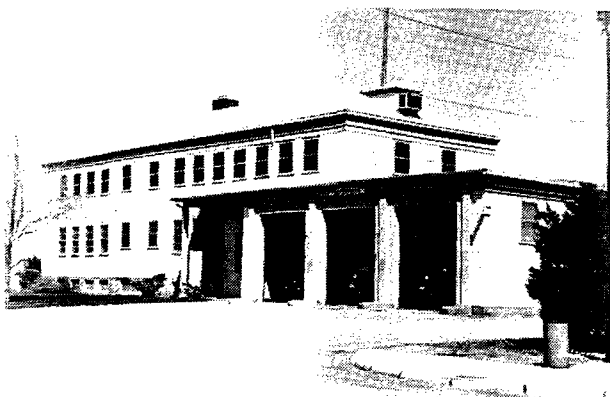


Fig. 35: Aerial view taken C1955 of administrative and storage buildings.
(Cheyenne County Historical Museum)

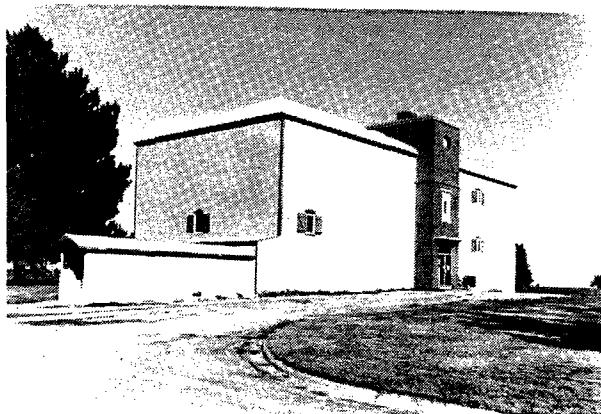
The administration area was located in the southwest part of the depot facility. The land south of the administrative buildings slopes downward to the bluffs of Lodgepole Creek. This area (CN00-46.002) housed the original entrance-gate and guard post now demolished—as well as depot headquarters, cafeterias, dispensary (demolished), barracks (demolished), and officer's residences. Streets in the administration area were laid out in a grid pattern with five east-west streets bisected with two north-south streets.

Landscaping was used throughout the area to create a sense of enclosure from the wide open countryside, as well as to soften the stark facades of the military buildings. Originally, most of the buildings in this area were wood frame construction with asbestos siding, but the majority of the facades have been altered since the depot was deactivated. One building which retains its historic integrity is the guard house and fire hall (CN00-46.001) which was previously surveyed and determined eligible for the National Register of Historic Places.

Bounding the administration area on two sides was the utilities area. To the south was a sewage disposal facility. On the east was a row of maintenance buildings, the power plant, boiler house, and water tower. The maintenance buildings have altered exteriors but the brick power plant and boiler, as well as the water tower, retain their original appearance.



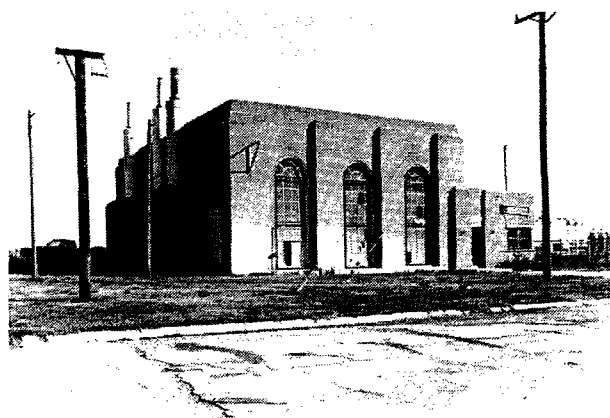
CN00-046-001: Guard House and Fire Hall



CN00-046.002: Altered administrative building

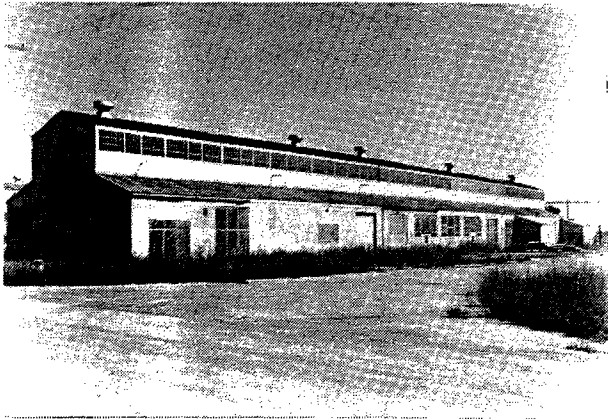


CN00-046.002: Officer's residences

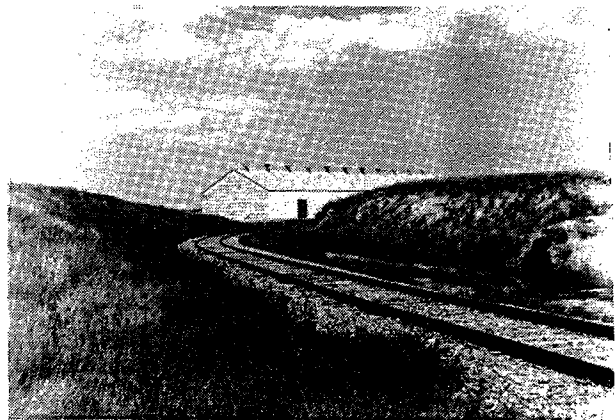


CN00-046.002: Power Plant

The combat equipment and storage area (CN00-46.004) was concentrated in the western half of the depot, north of the administration and utilities areas. Comprised mostly of five rows of large, rectangular warehouse buildings, this area dominates the views to the north. One grouping of these buildings has been altered with metal siding since the deactivation of the depot. A row of maintenance/storage shop buildings retain their historic integrity. All of the buildings in this area had direct access to street and railroad service. Although a landing strip is still extant, it is not known how extensively it was used or what type of air craft landed at this facility. No landscaping was attempted in this area, making a stark contrast with the administration area.



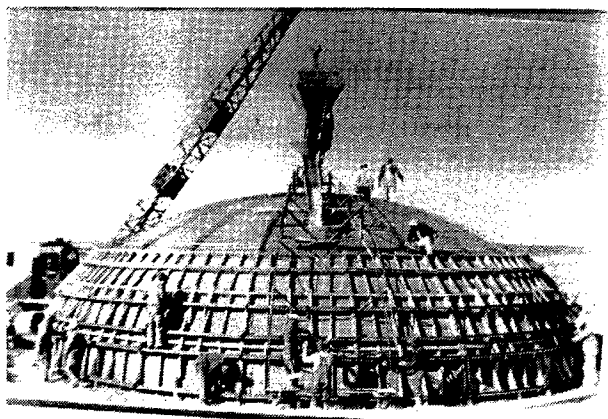
CN00-046.004: Maintenance in Storage Shop



CN00-046.006: Magazine Building

The magazine area covered the largest area by far in the depot. To the east of the combat equipment and storage area were the ammunition packing, receiving, and shipping buildings (CN00-46.005). These buildings were arranged in two separate groupings and retain their historic integrity. Located approximately one mile east were two rows of above ground magazine buildings (CN00-46.006). Each of these buildings was constructed of clay tile and had a full length loading platform along the south facade. Roads also connected these buildings to the rest of the depot and ran along the north facades. Approximately two-thirds of these buildings retain their historic integrity.

The remaining magazine area contained 801 earth covered ammunition igloos--domed structures designed to collapse inward if an explosion occurred. A small grouping of twenty igloos (CN00-46.007) is somewhat isolated from the others, located to the southeast of the main area. It is assumed that these housed the more volatile ammunition. The remaining 781 igloos were located in the northern part of the depot (CN00-46.008).



CN00-046.008: C1942 view of igloo construction



CN00-046.008: Current view of igloo

East-west roads connected individual igloos separated in groupings of approximately one hundred. North-south roads at the edges of each of these groupings connected them to each other and to the receiving and shipping areas. The railroad tracks that ran along the

eastern edge of this area are non-extant, but some of the dunnage buildings that served as a transition from rail to road transportation are extant and retain their historic integrity.

As the construction of the depot progressed and personnel began to arrive, the demand for single family dwellings outpaced the available houses in Sidney. The Federal Public Housing Administration (FPHA) was called upon to provide assistance and by July of 1942 offered contracts to local developers to construct 150 dwellings. When Sidney developers decided that they could not handle such an undertaking, a contract for the first 44 houses was acquired by Midwest Construction Company of Omaha. The company obtained lots in the Simon-Hardy Addition—an eight block area south of the Junior/Senior High School. By late summer of 1942, plans were announced for three other housing projects: duplexes in the Trognitz Addition, and houses in two locations near the city park. These locations were attractive to builders who were seeking to save time and money by securing lots where water and sewer connections already existed.

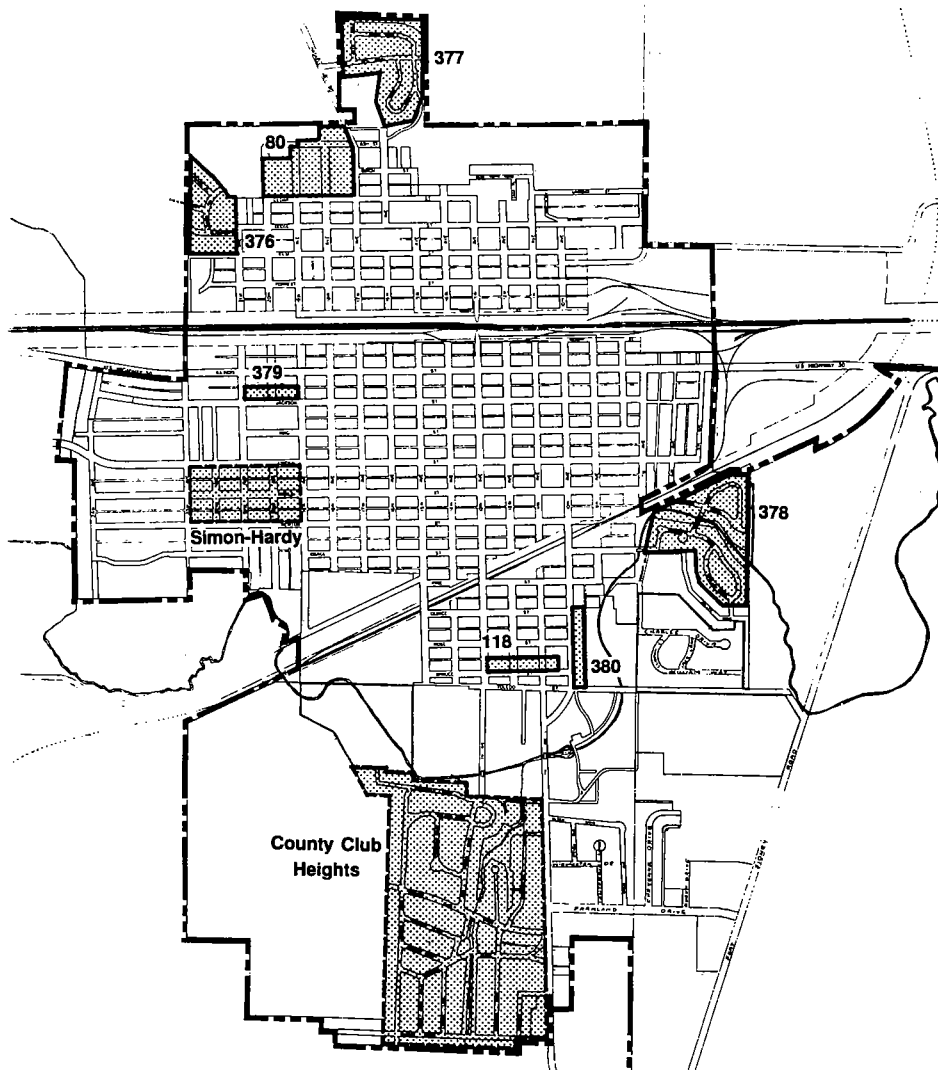


Fig. 36: Plat map of Sidney showing World War II and Post-war housing developments.

Carl D. Wilson of Omaha built fourteen duplexes in the Trognitz Addition (CN09-379), located directly north of the Junior/Senior High School along Jackson Street between 19th and 21st Avenues. The floor plans are a shallow "T" shape and the entrance to each half is located in the corner cutout. Adjacent buildings are differentiated by alternating gable and hipped roofs. Visually, this breaks up the roof lines throughout the block and presents an allusion of different house types from the same floor plan. It is not known if the exterior siding was originally the same for all of the duplexes, but currently various types of wood, asbestos, and aluminum are in use. The front yards are nearly void of landscape trees and shrubbery, indicating, perhaps, that they were never owner-occupied.



CN09-379: Trognitz Addition



CN09-380: Parkview Addition

The Parkview Addition (CN09-380) was platted near the city park in 1943. Located on the east side of 10th Street between Quince and Toledo Streets, this district includes 18 single family dwellings that are one-story and have the same basic rectangular floor plan. The majority of the houses have gable roofs, although every third house had a hipped roof, which provided some individuality. Exterior siding on these houses has been altered over time by individual owners, but it is assumed that originally all were of either wood or asbestos. The front yards are small and minimally landscaped, however a creek extends along the rear of the property lines which enabled trees and undergrowth to enclose the back yards from the open countryside.

Purportedly constructed about the same time as Parkview Addition was Clarkson's Second Addition (CN09-118, see p. 113), which is located just west of Parkview. It is comprised of 15 houses along the north side of Spruce Street between 10th and 13th Avenues. Block 13 of Clarkson's Addition contains six houses, with simple rectangular houses on each corner and four houses between with stepped gable roofs and an "L" shaped floor plan. Each of the surrounding blocks contains a mixture of building types that are close versions of the two building types in Block 13. The eastern blocks also are the most altered with various types of wood and metal siding, but for the most part, retain the character of the original configuration.

In addition to single family dwellings and duplex buildings, FPHA apartment complexes were also constructed. Sioux Villa is located in the northwest corner of Sidney and is bounded by 17th Avenue on the east, Cedar Street on the south, 20th Avenue on the west,



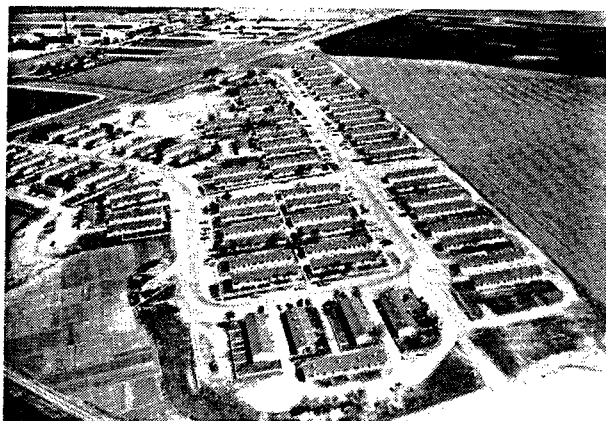
CN09-118: Clarkson's Second Addition



CN09-080: Sioux Villa

and the city limits on the north. Twelve buildings containing 48 apartment units, which offered one, two, and three room apartments, were completed in August of 1943. Eventually 35 apartment buildings were constructed at this site. These one-story, long, rectangular buildings were constructed of concrete block and originally had flat roofs that were later changed to gables. The apartment buildings were laid out in rows from east to west.

The FPHA also subsidized housing at SOD. In 1943 construction was begun on the Ordville housing project (CN00-46.003), located west of the administration area near the main gate. By the end of the year eighty-five apartment buildings had been completed, containing 215 bachelor units, 99 one bedroom units, 111 two bedroom units, and 17 three bedroom units. These one-story apartments were arranged on a diagonal. Like Sioux Villa, they were constructed of concrete block and originally had flat roofs that were changed to gables in 1957. Currently sixty-six apartments remain, all in disrepair, with twenty-one significantly altered. The Ordville complex was self-contained, with a grocery, nursery, and gas station, as well as all the services of the depot at their disposal.



CN00-046.003: C1953 Aerial view of Ordville



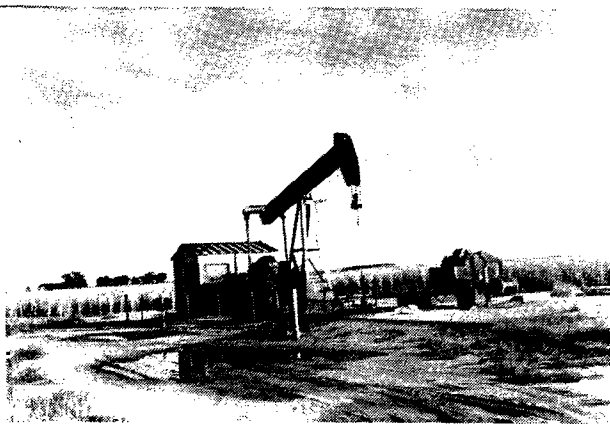
CN00-046.003: Current view of Ordville unit

Construction continued at the depot during the remaining war years. The facility was fully operational and Nisei (Japanese-Americans) who had been relocated because of the war were recruited to help fill the labor shortage the depot was experiencing.

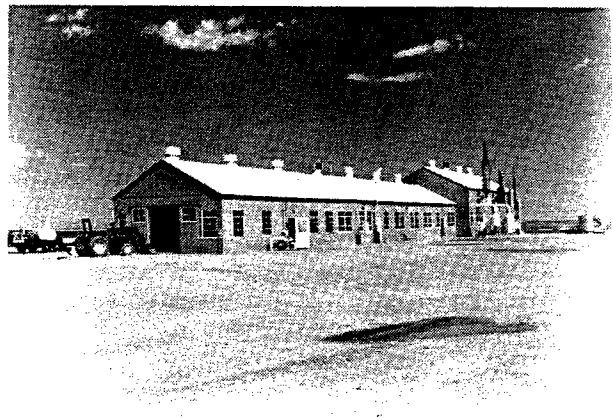
The conclusion of World War II failed to reduce the work load at SOD. The large amount of ammunition that was returned after VE Day had to be stored and processed, as did a considerable number of returning supplies. To this end a property disposal unit was established. In 1946 the mission of SOD was shifted to include identification, classification, and sorting of stocks returned from overseas. The process of demilitarizing the ammunition was begun as well.

Much of the post-war processing had been accomplished by 1947 and, as a consequence, SOD experienced a reduction in force. While large numbers of people were laid off, many remained. To better provide for them, a bus service was established between Sidney and the depot.

Although Army activity seemed to be winding down, a new venture was taking place outside Gurley and Sidney. Marathon Oil Company leased 20,000 acres of land to drill for oil. In 1949 the first successful well came in on the Mary Egging Ranch, five miles southeast of Gurley.



Oil rig in central Cheyenne County



CN00-176: Oil facility in Cheyenne County

The success of this well and others in the area resulted in substantial in-migration to the county, and counteracted some of the economic loss felt by the reduction in force at the depot. When the 1950 Decennial Census was conducted, every town in the county had a larger population than it had in 1940, with the county population increasing by over 2,500 in the ten year period.

The work load at the depot continued to be light until 1950, when the shipping of supplies increased 130% due to the outbreak of the Korean War. Maintenance-in-storage of special vehicles was added to the mission and demilitarization operations focused on reclaiming brass, a critical material for industry. The increased activity resulted in a severe personnel shortage, and employees were recruited from as far away as Denver. In 1951, a new cafeteria was opened and in 1952, a school for children living in Ordville and

on the depot itself was begun. That same year construction was begun on an ammunition service facility in the center of the Ammunition Area and the railroad system was rehabilitated. In 1953 an employment building was constructed next to the main gate and ground was broken for an additional ammo facility.

The increased activity at the depot during this period, combined with the oil workers moving into the county, resulted in another shortage of single family dwellings. Three subdivisions--Sky Manor, Indian Hills, and Valley View--were developed to meet the needs of the latest influx of families to Sidney. These subdivisions were the first additions in the community to have curvilinear streets. As a result, the new streets did not have any direct connections with pre-existing city streets. Each of the subdivisions reinforced this separation by orienting the houses inward, that is, all streets had houses on both sides and only back yards faced the edges of the subdivision.

All of the houses in the three subdivisions were approximately the same scale and massing with rectangular floor plans, "picture windows", and minimal details. A high percentage of the houses in each of the subdivisions have had alterations to their exteriors.



CN09-377: Sky Manor Addition



CN09-378: Valley View Addition

The first two subdivisions were located in close proximity to Sioux Villa. On the bluffs above Sidney to the northeast of Sioux Villa is the Sky Manor subdivision (CN09-377), platted in 1951. Indian Hills (CN09-376) was platted one year later and is located one block southwest of Sioux Villa on a hillside. The third subdivision, Valley View (CN09-378), was platted in 1953 and is located on the eastern edge of Sidney, with the Lodgepole Creek flowing through the center of the subdivision. Valley View is the only one of the three 1950's subdivisions that has been enveloped by new subdivisions.

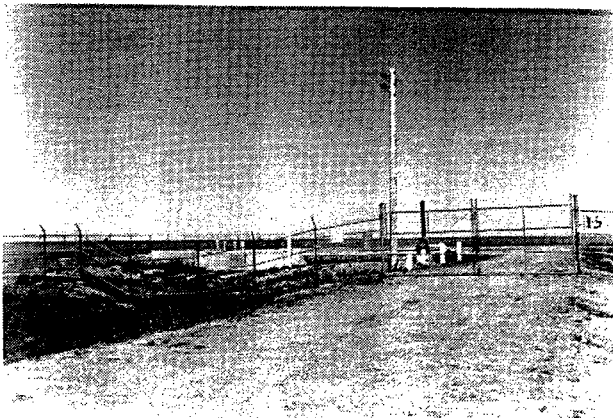
One additional subdivision was developed in the city during this period: the Country Club Addition, which is actually composed of roughly nine different additions that were platted throughout the 1950s. Unlike the other subdivisions, the Country Club additions were not limited to 1950s era houses. Each of the additions has houses scattered throughout that date from the 1960s through the early 1980s.

As the construction industry kept busy in Sidney, employees kept busy at SOD. With the end of the Korean War in July of 1953, a second demolition area was set up. During all of 1954 the depot operated at full strength, engaged in post-Korean War processing. A new filling station was also built for the employees. On the southern boundary of the depot Texas Oil, encouraged by the success of Marathon, began drilling for oil. By the following year the depot once again experienced a post-war lull in activity, but not in construction. In 1956 a new packing and shipping building was erected and in 1957, Ordville units received new water lines and were equipped with gable-type roofs, an addition was made to the school, and the depot received a new boiler plant.

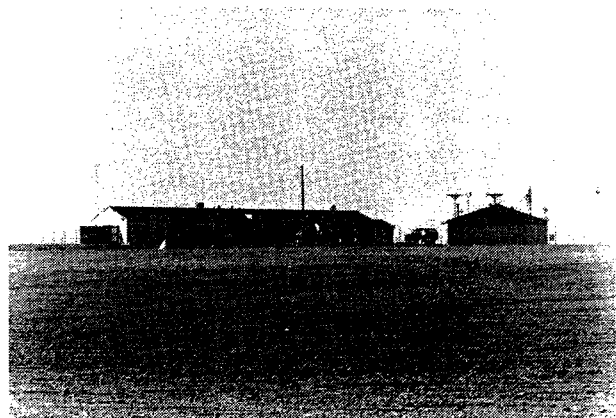
In response to a campaign to increase the work load of the depot, the maintenance of Transportation Corps vehicles was added to the mission of the facility in 1958, and the maintenance of engineering equipment in 1959. Despite the cyclical nature of the work at SOD, the county population had continued to increase during the 1950s with every town except Lodgepole recording its largest population ever when the 1960 Census results were tabulated. Cheyenne County also recorded its peak population in 1960.

The early 1960s were busy times for both the Army and the oil industry. Marathon Oil built and operated a natural gas plant in West Sidney and operated a gas plant in Huntsman until the middle of the decade. In 1964, oil was discovered a half mile east of the depot. At first the land was determined to be unavailable for lease. But the Army reversed its decision and by 1965 both a gas well and oil well were in operation on depot land. The activity in Cheyenne County and other areas resulted in Nebraska's ranking seventeenth among the thirty-two oil producing states in the country in 1966.

The Berlin crisis and reactivation of the National Guard Reserves in 1961 put SOD back in full swing shipping ammunition. The following year, control of the depot was transferred from the Chief of Ordnance to the Army Materiel Command and the name was changed to Sioux Army Depot (SAD). Although 44 units at Ordville were declared inactive in 1962, shipping activity continued, necessitated by the Cuban missile crisis. In 1963, as a result of a study conducted the previous year, ground was broken at SAD for a Launch Control Center for the Minuteman Missile Program. In 1964 the control center was completed and the missiles were placed in the region, including flights F through J (each with ten silos and one launch control center) in Cheyenne County.



CN00-071: Minuteman Missile Silo #1-5



CN00-105: Minuteman Missile Launch Control

Despite the activity generated by the Minuteman Program, 1964 was the year in which the Army announced its decision to inactivate SAD. Ordville housing was phased out over the next three years as personnel gradually left the facility. The depot school was closed in 1965. During phase-out the Sidney Occupational Training Center operated in the facility and the Minuteman Program continued. In 1966, SAD consisted of 225 apartments (140 inactivated) 801 igloos (all inactivated), and 392 other structures (258 inactivated). During the phase-out, 42 buildings were intentionally burned to prevent explosive problems in the future. In 1967 the depot was formally inactivated. Western Nebraska Vocational Technical School purchased 1,050 acres of the SAD land along with 219 buildings and \$800,000 of equipment. The High Plains Agriculture Laboratory was planned for much of the remaining area. A dryland experiment station, the laboratory acquired 2,250 acres, sixteen buildings, and \$91,000 of equipment. It was this change in use of the depot facility to a school and laboratory that resulted in many of the alterations to the original buildings.

Although the Minuteman II project was announced in 1965 and alterations were made to accommodate it, the closing of the depot had a dramatic effect on Cheyenne County. In addition, a decline in the oil industry took place during the period: in the same year that SAD was closed, twenty-two oil wells were abandoned in the county. The 1970 Census reflected this decline. Every town experienced a decline in population, most of them dramatic. The county population decreased by over 4,000 people.

During the 1970s some hope arose for a second boom in the oil industry. The embargo on much of the nation's foreign oil caused the domestic companies to reevaluate their internal supplies. Marathon Oil reworked wells that had been previously deemed uneconomical to operate. New wells were also drilled. Activity slowed, however, with the lifting of the embargo. In 1980 Marathon Oil purchased Husky Oil and production again increased in the Sidney area. The impact was minimal compared to the boom of the late forties and early fifties, and again, the census bore this out. Only Lodgepole and Potter experienced gains, and they were small. No population was larger than it had been in 1960.

While boom and bust cycles are typical of the high plains, the experience of Cheyenne County, and especially the area in and around Sidney, from 1940 to 1980, was atypical. Many high plains towns in the twentieth-century experienced growth from the development of natural resources, and a subsequent decline. This was the case for the Sidney area. But the construction and 25 year life span of an army depot in addition to the natural resource boom, had a tremendous impact on the built environment. In addition to the extensive depot facilities, oil wells, and refineries, large numbers of houses were built in Sidney with all the accompanying infrastructure: streets, water lines, sewers, gas lines. It is quite possible that during the boom part of this cycle, the growth experienced by Sidney, relative to its size, was unrivalled by any other community in the state.

CHEYENNE COUNTY CZECH SETTLEMENT SURVEY

Introduction

The Czech survey was designed to take advantage of research conducted for the exhibit, "The Heart of Two Continents: Czechs and Nebraska," on display at the Museum of Nebraska History in Lincoln through 1994. The survey was also developed to enhance our understanding of the Czech-American architectural legacy in general, and to document significant properties in Cheyenne County.

The project focused on the larger of two Czech settlements in the county, located south of Sunol in an area known as the "South Divide" in the early years. The survey included a preliminary reconnaissance-level investigation of the area, followed by intensive recording of selected properties. The general results of the intensive survey are reported here.

Czechs in America and Nebraska

Nebraska is largely a state of immigrants, but moreover it is one in which half of its residents in 1900 were foreign-born. Cultural diversity is one of the distinguishing characteristics of the state's population, much as it is for other upper Midwestern and Great Plains states. In Nebraska, Czechs formed the third largest immigrant group, following Germans and Swedes. By 1900 approximately 14 percent of the foreign-born population of the state came from the historic Czech provinces of Bohemia and Moravia, the provinces which comprise the modern Czech Republic. More Czechs settled in Nebraska than anywhere else in the United States, except Chicago, and nowhere were there more Czech-Americans per capita. This remains true today.



Fig. 37: V.F. Kučera (left), with his father, mother, and aunt (NSHS Collection).

Nebraska came to this position through historical circumstance and the leadership of immigrants such as newspaper publishers Edward Rosewater and Jan Rosický in Omaha, and agent-promoters such as V.L. Vodička in Omaha, or later, V.F. Kučera in Cheyenne County (fig. 37). In the Old Country, struggles against the Austro-Hungarian Empire had peaked in 1848, when peasants were released from all serf obligations. Some left during the next two decades and established settlements in Chicago, Milwaukee, St. Louis, and rural Wisconsin and Iowa. Following emigration reforms in 1867, a mass exodus of Czech peasants and former peasant artisans began, principally caused by the enclosure of common lands in the villages, population growth, and economic depression. The Great Plains states were the beneficiaries of this great exodus, which ebbed and flowed until the beginning of World War I.

Note: Text and illustrations, unless otherwise noted, by David Murphy, NSHS, in collaboration with Lorraine Horníček Lafler.

Nebraska's potential for growth was ideal in the years following the American Civil War, as more land was surveyed and opened to settlement. Passage of the Homestead Act in 1862 and the establishment of rail networks made immigration attractive at a time when many Czechs were looking for land. Although some Czechs located in Nebraska between 1856 and 1867, the greatest number arrived later, peaking first in the late 1870s. Large settlements were formed in several regions of the state. Together with smaller colonies, Czechs established a presence in Nebraska which still contributes to the state's cultural heritage (fig. 38).

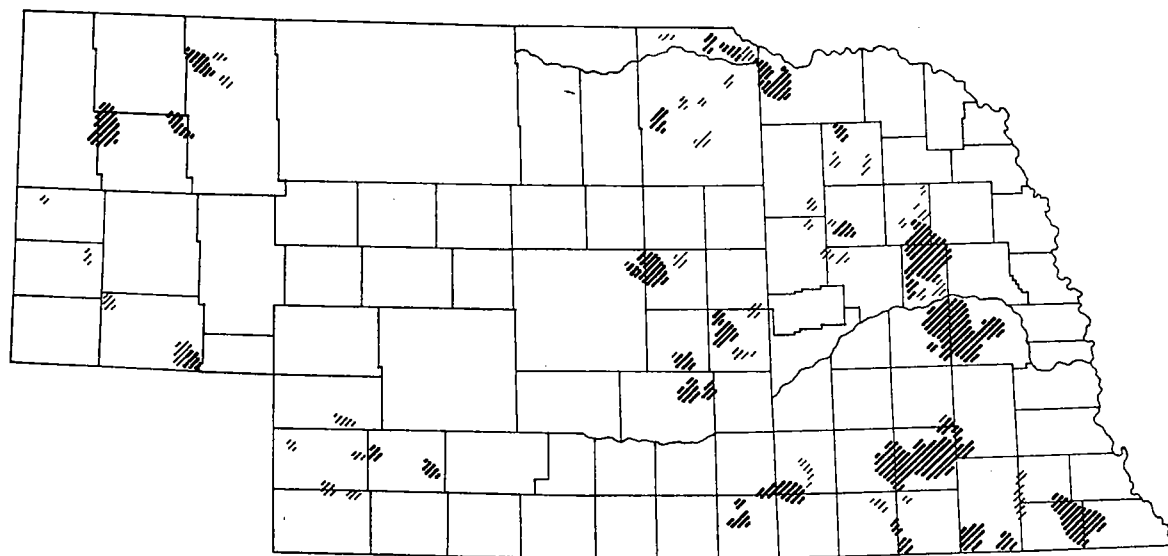


Fig. 38: Locations of concentrated Czech settlement in Nebraska.

Czechs in Cheyenne County

The establishment of a Czech settlement in Cheyenne County was largely the idea of Václav F. Kučera who homesteaded near Lodgepole in 1884. By 1888 fifty-two Czech homesteaders filed land claims in the southeastern Cheyenne County. In 1893 the agricultural journal *Hospodář* published a census of Czechs south of Lodgepole, listing over fifty landowners. Nearly all came from the Old Country provinces of Plzeň, Praha, or Chrudim in Bohemia (*Čechy*), or Jihlava in western Moravia (*Morava*, see fig. 39). Many Czechs subsequently left the county, however, due to the drought and economic depression of the 1890s. By 1900 the census listed only thirty-two landowners, ten of whom had recently arrived.

Settlement Pattern

Czech homesteads in the South Sunol settlement are found south of Lodgepole Creek, extending into northern Colorado (see fig. 40). The northernmost extent is along the south slope of Lodgepole Creek, and along the draws in the Cow Creek drainage. A narrow string of homesteads connects the Cow Creek area across the South Divide, where the settlement spreads into the draws of Cottonwood Creek.

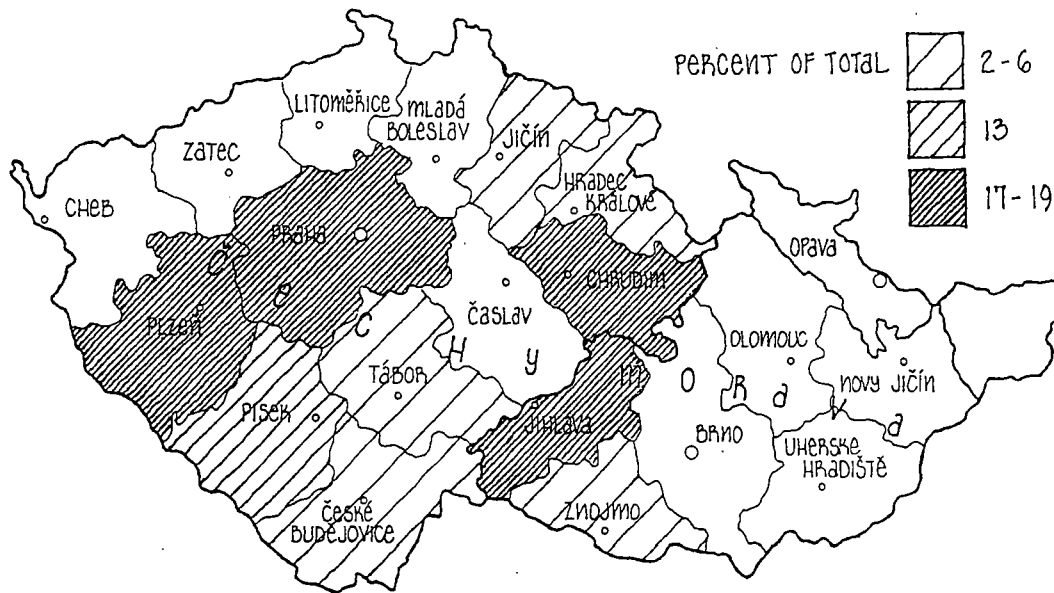


Fig. 39: Bohemian and Moravian emigration districts of South Sunl Czechs, from 1893 *Hospodář* census.

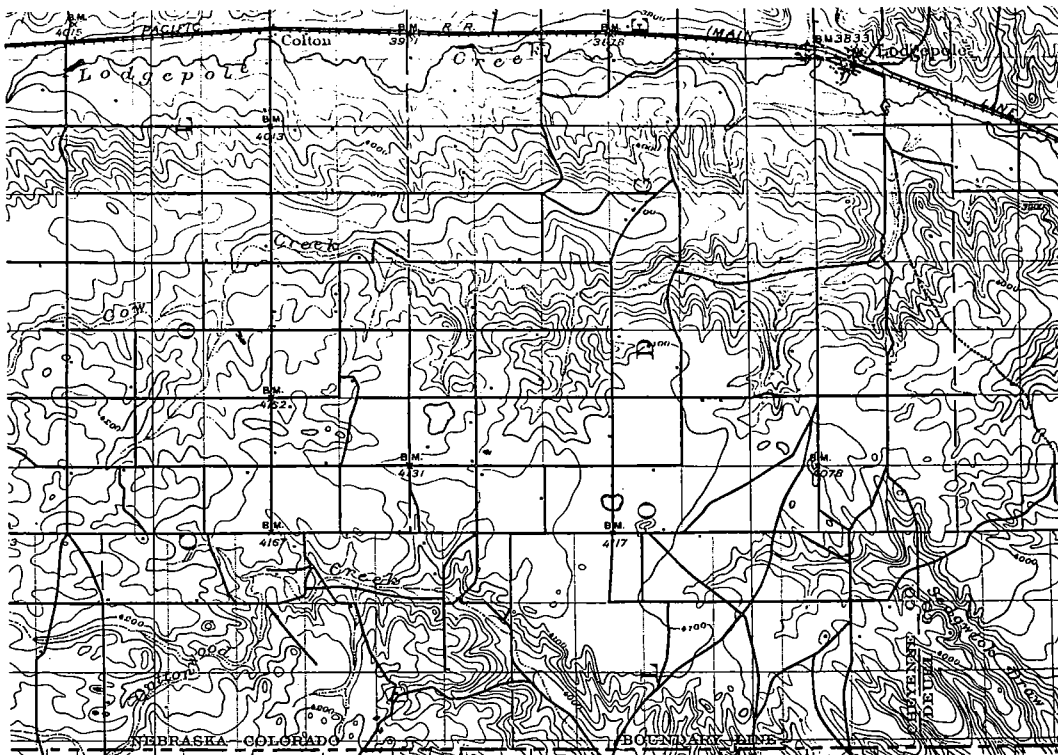


Fig. 40: Topographic map showing the South Sunl (South Divide) settlement area in 1896. (USGS Sidney Quadrangle, 1899)

Unlike many Nebraska Czech settlements, the colony remained widely dispersed. This was due in part to the checkerboard pattern of railroad land allotments, which left only the even-numbered sections available for homesteaders. Most Czechs chose to homestead rather than purchase railroad land. In addition, proximity to other Czechs and an apparent preference for rolling terrain appears to have influenced land selection. Though homestead lands on the level, less-eroded Divide were available when the first Czechs arrived, the great majority selected land in the rolling terrain below the Divide. Kučera's role in land selection also must have been a factor. At least one homestead was reportedly chosen by Kučera without the applicant having seen the land.

Farmsteads

It is not clear why Czech immigrants selected the rolling terrain, but their farmsteads reflect a preference for being sheltered in rather than elevated upon the landscape. Sites were typically selected either on terraces just above draws, or in an area which best offered some degree of shelter from the winds and access to water. Two farmsteads emphasize this sheltered setting: the first was built by Josef Oliverius (CN00-055) beginning in the 1890s (fig. 41), and the second was established in the late 1920s by James Oliverius (CN00-348, fig. 42).



Fig. 41: Josef Oliverius Farm (CN00-055)



Fig. 42: James Oliverius Farm (CN00-348)

That the selection of farmstead sites was based upon topographic situation is dramatically reinforced by a disregard for proximity to property boundaries. Most of the Czech farmsteads are located well away from section-line county roads. Some roads in the early years, however, followed the natural terrain and ran directly by or through farmsteads (see fig. 40 map); these have all been relocated to section lines. Examples include the Václav Vosika (CN00-052), James Oliverius (CN00-348), and Václav Šeda farmsteads (CN00-012).

Upland farmsteads--those on top of the Divide--and those established later show greater relationship to section line roads. The Mach-Kulík farmstead (CN00-089) for example, one of the few Czech farmsteads on top of the Divide, is adjacent to the county road, as was the Frank Vosika farmstead, established at the present location about 1907

(CN00-077, fig. 43). Frank Oliverius located his farmstead on a narrow ridge along the county road, even though his land offered more sheltered options in a draw (CN00-085, fig. 44). An extensive north windbreak protected the site.



Fig. 43: František Vosika Farm (CN00-077)



Fig. 44: František Oliverius Farm (CN00-085)

Several Czech farmsteads feature a farmyard which is adjacent to the dooryard of the dwelling. This dooryard was located to one side of the house, not in front between the house and the road. Many of these farmsteads are comprised of several small buildings which served separate functions. The best preserved is the James Oliverius farmstead, established in the late 1920s (CN00-348). It features twenty-two individual buildings. At some farmsteads, such as Jakub Škrdle's in Colorado or Frank Vosika's south of Lodgepole (CN00-77), small buildings were grouped or connected to define the edges of the farmyard.

Alternatively, some Czechs chose to build large American-style barns which combined several functions under one roof. Fewer buildings were required in these cases. The largest of these include the 1916 Václav Kučera barn (CN00-94, fig. 45) and the Frank Oliverius barn (CN00-85). Smaller barns were built by Václav Šeda (CN00-12, fig. 46) and Frank Vosika (CN00-77).



Fig. 45: Václav Kučera Barn, (CN00-094)



Fig. 46: Václav Šeda Barns (CN00-012)

Dwellings

Several houses in the South Sunol settlement are distinct examples of the Czech architectural heritage. One notable characteristic of many was the use of mass-wall technologies instead of the light-frame construction which was prevalent elsewhere at the time. Mass-wall technologies include sod, limestone and concrete masonry, and poured concrete construction. Following first generation building with sod, several permanent dwellings were built of limestone. High quality stone was available in uniform ledges eroding from hillsides in several locations, such as from the existing ledge on Horníček land (CN00-347), and was quarried extensively from large outcroppings such as the Jeník Quarry (CN00-350). Concrete block made on site continued the masonry tradition. Block was used, for example, in the Frank Vosika and Frank Oliverius houses (CN00-077, 085, see fig. 43 & 44). Poured-in-place concrete was also used extensively for both dwellings and outbuildings after the turn of the century. By the teens and twenties light-frame construction gained popularity, as evidenced in the commodious houses built by Václav Šeda and Adam Schimka.

Czech masonry reflects the work of skilled immigrant artisans. Limestone buildings were generally double-wall construction using mud mortar. Finish varied according to available rock, though dressed rubble was the most common. The principal mason in the community was Jakub Škrdle, who built several of his own buildings as well as the Vosika (CN00-052), Mach-Kulík (CN00-089), and Josef Oliverius (CN00-055) houses, and a stone barn (CN00-056). Josef Soral was another area mason, whose work is best seen in the Václav Šeda dance barn (CN00-012).

House-types in the settlement ranged from old-style European dwellings to those which reflect Czech assimilation into American culture. Two outstanding examples of the former include the 1892 Vosika house (CN00-052), and the original ca. 1900 Frank Oliverius dwelling (CN00-085). The Vosika plan follows centuries-old prototypes (fig. 47), while the Oliverius house is one of few built by Czech-Americans in Nebraska of the larger, two-room-wide plan (fig. 48).



Fig. 47: Václav Vosika House (CN00-052)

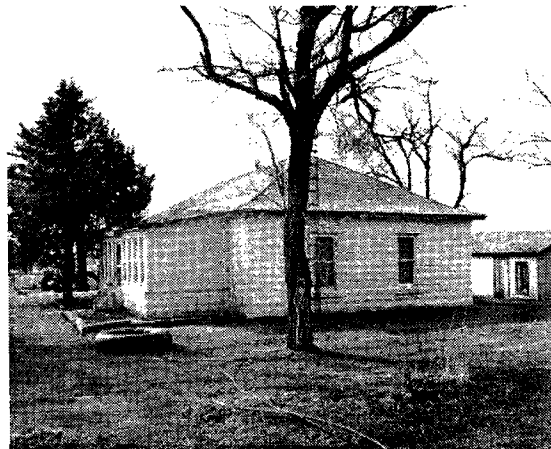


Fig. 48: František Oliverius House (CN00-085)

The most common type in the settlement was a two-room house, similar to several in the eastern Nebraska Czech settlements, but different in the placement of exterior doors into each of the rooms. These houses differ from older Czech-American ones of the same size in the location of the kitchen in the smaller of the two rooms. The best example of this type is the Josef Oliverius house, built ca. 1911 (CN00-055, fig. 49).

Many farmsteads in the South Sunol settlement are further distinguished by a second smaller dwelling, or bunkhouse, in addition to the main farmhouse (CN00-077, fig. 50). These single-room cottages exist on almost every Czech farm surveyed in the area. In addition to being a seasonal dwelling for hired help, most were used as an extra family bedroom.



Fig. 49: Josef Oliverius House (CN00-055)



Fig. 50: Frank Vosika Bunkhouse (CN00-077)

Community Buildings

In spite of the efforts of Václav Kučera to establish a Czech-Catholic parish, the Bohemian-Slavonian Cemetery Association was the only Czech-American organization in the community until the establishment of the Panhandle Czechs of Nebraska in modern times. The association established its community cemetery in 1900; it was reorganized for perpetual care in 1966 as the Czech Rural Cemetery District (CN00-049, see fig. 51).

Social and community life in the settlement was provided by individual families. Dances were occasionally held in several area barns, but some were used so frequently for public events that they became known as "dance barns." The horse barn built by Václav Šeda about 1900 (CN00-012, see fig. 46) is the oldest. Later Frank Kokeš in northern Colorado, and Václav F. Kučera (CN00-094) on Lodgepole Creek, built large barns that were regularly used for dancing. Like the Šeda barn, both feature tongue-and-groove flooring and convenient stairways to the upper level dance floors.

In the smaller Czech settlement north of Potter, Anton Benish (Beneš) provided the main social facility. He built a small, wood-frame hall above his cattle shed soon after he arrived in the area. In 1910 his sons built a separate, poured-concrete dance hall nearby. Known as the Benish Hall, the building was substantially enlarged in 1934 under

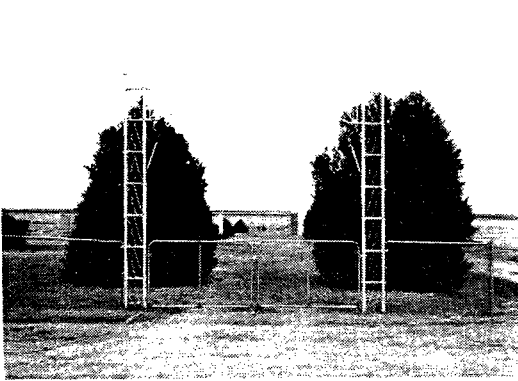


Fig. 51: Czechoslovak Cemetery (CN00-049)

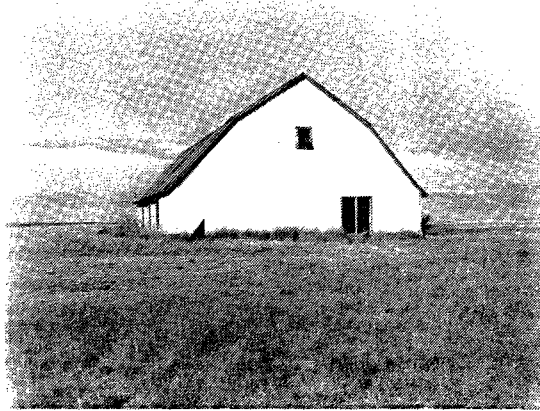


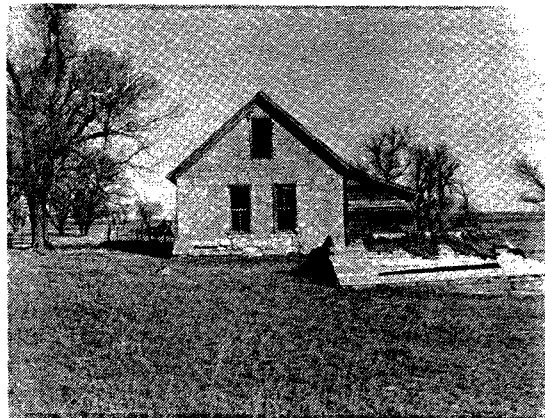
Fig. 52: Benish Hall (CN00-141)

the supervision of Alfred Arnell, a carpenter from Potter (fig. 52). The large gambrel roof was built over the entire structure at that time. The Hall was a well-known stop for Czech dance bands from eastern Nebraska in the 1920s and 1930s. The Benish Hall remained the social and cultural center of the North Potter Czech settlement into the 1940s.

Preliminary Inventory of Cheyenne-Czech Properties



CN00-012 : Václav (Wesley) and Jennie Šeda Barns; c1900. The horse barn was the principal early dance "hall" in the South Sunol settlement, while the smaller barn was a cattle shed. Both were built of limestone by mason Josef Soral.



CN00-055 : Josef and Anna Oliverius Farmstead; ca. 1890s, 1911-1949. The Oliverius farmstead features the ca.1911 limestone house built by Jakub Škrdlé with assistance from Josef Oliverius. The complex includes a bunkhouse, several fowl houses, a cellar, a well house, and windmills.



CN00-052 : Václav and Kate Vosika House; 1892. This large limestone house was constructed by mason Jakub Škrdle with assistance from Frank Vosika. It is a rare Nebraska example of a house type with medieval Czech origins.



CN00-049 : Czechoslovensky Cemetery; 1900, 1966. Established by the Bohemian-Slavonian Cemetery Association, the site features a front border of landscape trees and a wrought-iron gate.



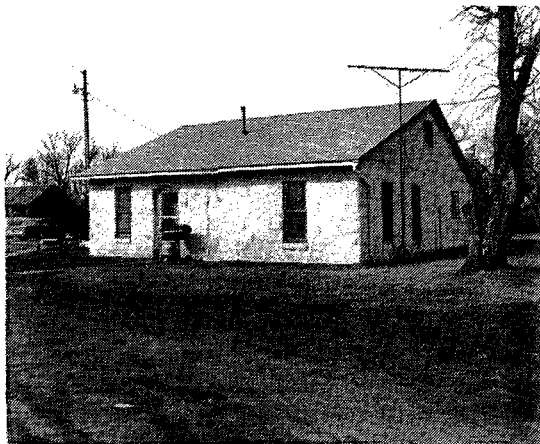
CN00-056 : "Oliverius Barn;" ca. 1890s. A restored limestone barn with doveçote in the loft, probably built by Jakub Škrdle with help from Josef Oliverius.



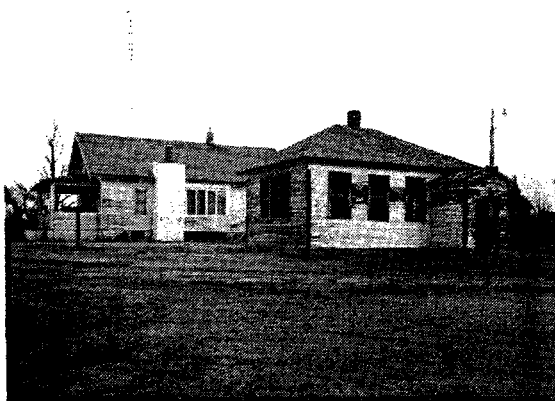
CN00-077 : Frank and Marie Kutis Vosika Farmstead; 1906-present. The Vosika farmstead has a traditional two-room house constructed of handmade concrete block. The well-preserved farmstead includes a barn, fowl houses, a bunkhouse, cellar, fencing, windmill, and numerous ornamental plantings.



CN00-085 : Frank and Marie Mika Oliverius Farmstead; 1890s-present. A complete historic farmstead unit with a traditional multi-room dwelling built of stone and concrete block. The complex includes several outbuildings such as the rock toolhouse, concrete bunkhouse and fowl house, barn, and a north windbreak.



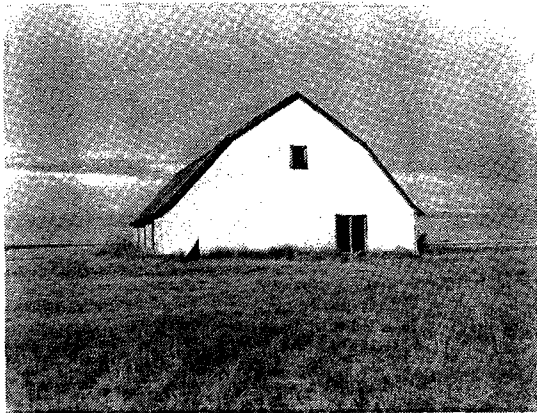
CN00-089 : Mach-Kulík House; dates unknown. A two-room limestone house constructed by Jakub Škrdle, with a later north bedroom wing addition. The present roof replaced the original following tornado damage; the north slope of the roof is not original.



CN00-090 : Oliverius dwellings; dates unknown. This rural homestead includes the c1920s bungalow, and a relocated schoolhouse which was used as a retirement house.



CN00-094 : Václav and Barbara Kučera-Anton Tesař Farmstead; ca. 1901-1918, and thereafter. Historic features on the Kučera-Tesař farmstead include a two-room limestone house enlarged into a cross-wing dwelling with a poured-concrete addition, a granary, and the barn, built in 1916.



CN00-141 : Benish Hall; 1910, 1934; A large private dance hall originally constructed as a gable-roofed, poured-concrete hall, and enlarged in 1934 to its present form. The hall was the major regional gathering place for the North Potter Czech settlement.



CN00-347 : Josef and Anna Marie Soral Horníček Quarry and Farmstead Site; 1890s. The main existing feature is the quarry, an exposed rock ledge where drill markings are still visible.



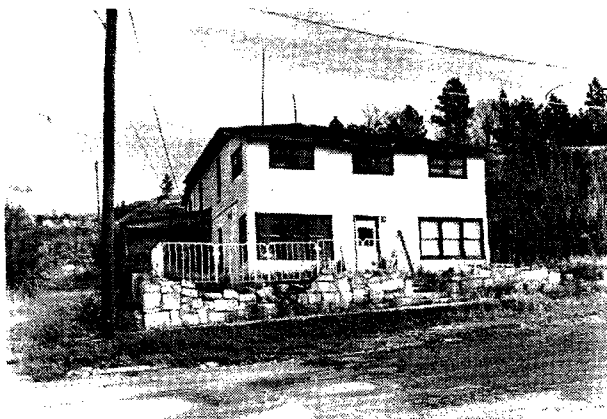
CN00-348 : James and Anna Škrdl Oliverius Farmstead; 1928-1974. The Oliverius farmstead features over 20 individual outbuildings, most of the fencing system, and an extensive landscaping and irrigation system. The complex focuses on the poured-concrete, two-room house which is banked into the hillside overlooking a major draw of Cottonwood Creek.



CN00-349 : Libecajt Hill; late 1880s. A local natural landmark known as the burial site of Josef Libecajt. The site also includes two unidentified depressions, both of which contain limestone building debris.



CN00-350 : Jeník Quarries; dates unknown. The Jeník Quarry is a substantial outcropping of limestone which was used extensively for building materials.



CN09-350 : Kučera (town) House; mid-nineteenth century; This limestone house was purchased by Václav F. Kučera, the founder of the local Czech settlement, and used as a dwelling and storehouse for his auction business.

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RECOMMENDATIONS FOR FUTURE WORK

By nature, reconnaissance level surveys often generate more questions than answers and should be viewed only as the beginning of further research. Throughout the Cheyenne County survey, observations were made about buildings or themes that warranted further study. Recommendations include National Register nominations as identified in the Inventory (see p. 31-130), and suggested historic context development, and theme studies.

Potential Historic Contexts

Based on the large number of resources identified and basic research undertaken for the Cheyenne County survey, further research regarding the county's agricultural development should be conducted. The agricultural historic context for Cheyenne County is High Plains Cash Grain, Livestock and Potato Production (H.C.: 08.07). This report was developed by the NESHPO (1987) and was used as a basis for determining the eligibility of rural properties for reconnaissance level survey. With the completion of the survey it is our recommendation that the property type analysis be developed and integrated into the historic context report.



Fig. 53: Abandoned limestone and frame barn, (CN00-189).

Two settlement related contexts also appear significant with regard to the surveyed properties in Cheyenne County: Dwelling in Dispersed and Clustered Settlement, (H.C.: 16.05.) and Land Ownership: The Homestead Act of 1862 (H.C.: 16.01.). Properties of historic significance with respect to these topics are found in the Agriculture Inventory (p. 44-55) and the Settlement Inventory (p. 70-87).

Limestone Buildings in Cheyenne County

The development of the Settlement related contexts should address specific research questions raised through analysis of the survey data. In addition to the research questions inherent in the development of historic contexts mentioned above, the survey team found the collection of limestone buildings in Cheyenne County worthy of further research.

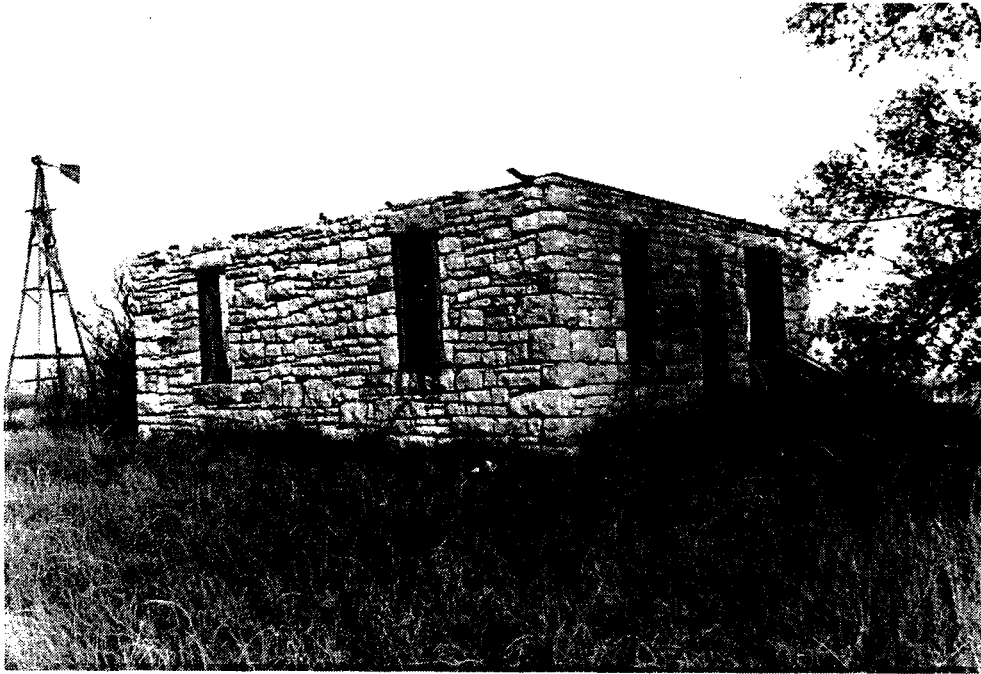


Fig. 54: Abandoned limestone house in rural Cheyenne County (CN00-041).

The primary era of construction in Cheyenne County for limestone buildings was 1870 to 1910. Limestone quarries were located near Lodgepole (Minshall, Jenik) and Sidney (Haskell) and provided a significant amount of building material during the late nineteenth and early twentieth-century. These quarries extracted limestone from the numerous outcrops found in the Lodgepole Creek valley. While many buildings may have used stone from the quarry sites, several rural structures used limestone found within the confines of their own property. Limestone was found in a variety of applications ranging from limited uses such as stone sills for frame houses to large houses with solid load-bearing stone walls. These structures are considered significant examples of vernacular buildings constructed during the period of settlement and expansion in Nebraska. Examples of ashlar masonry wall construction in Cheyenne County are included on the following page.

Examples of Limestone Wall Construction



CN00-192



CN00-221



CN00-186



CN00-179

Tankhouses in Cheyenne County

Perhaps the most important aspect to the establishment of agriculture in Cheyenne County was simply, water. Few farmsteads in the county had rivers or streams running through the property that provided a steady flow of water. Thus, wells and windmills quickly became necessary features. Pumphouses or tankhouses are a somewhat common feature on Nebraska farmsteads, but in Cheyenne County a comparatively large number of rural properties contained these distinct buildings.

The first version of this building constructed during the 1880's and 90's functioned strictly as a tankhouse where water was pumped by a windmill through a pipe system into a holding tank on ground level (see Fig. 55 & 56). The water was then carried by bucket or piped to its point of use.

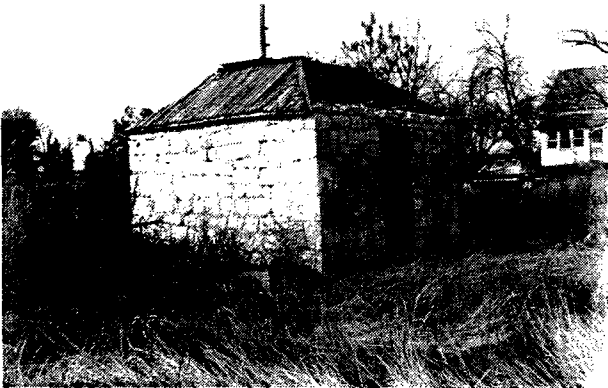


Fig. 55: Former tankhouse, (CN00-039)



Fig. 56: Former tankhouse (CN00-186)

During the early twentieth-century, this building evolved into a combination pump/tankhouse. These hybrid structures were built with a pumping mechanism on the ground level with a water tank above that stored the pumped water. This configuration allowed the water to be gravity fed to stock tanks and gardens, or to domestic cisterns. The storage tank on the second level was often nothing more than vertical wood boards tightened together by a steel strap that bound the perimeter of the tank. The round wood tank was then enclosed with four frame walls resting on the cement load-bearing walls of the first level pumphouse. In winter, the water in the tank was heated by kerosene lanterns that were placed on hooks fastened to the bottom of the tank.

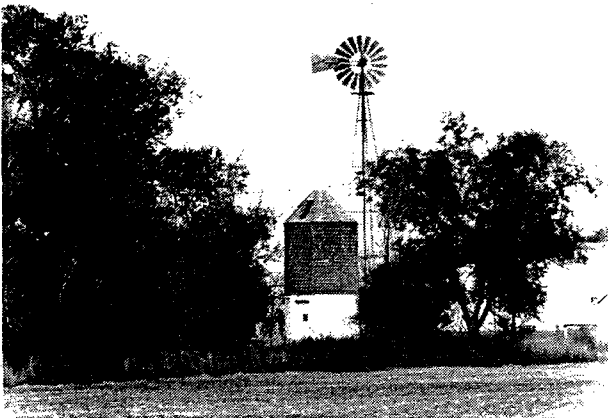


Fig. 57: Combination pump/tankhouse

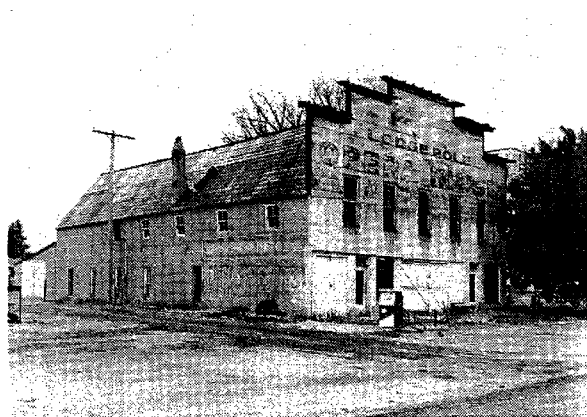
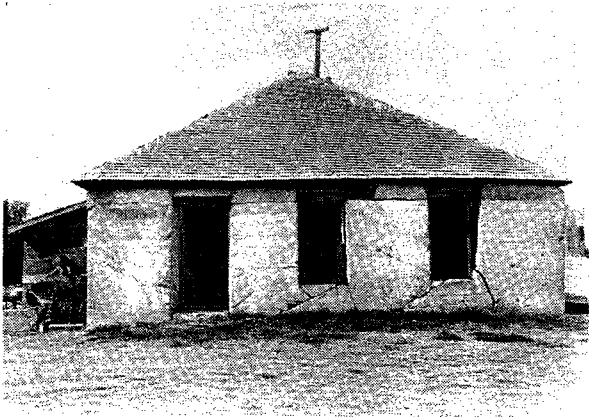


Fig. 58: Combination pump/tankhouse

A clear transition from the original one-story limestone tankhouse to a cement and frame two-story tankhouse is evident from the surveyed properties. The prevalent form of tankhouse was a rectangular-shaped frame two-story structure with a cement first level, frame second level and a hipped roof.

parameters for an intensive study. A study such as this would answer research questions regarding period of use, methods of construction and regions of predominant use.

Conclusion



It is our belief that people, and the places they live, are the raw materials of history. The built environment, and its development through time, are proper subjects for research for it is through the study of the past that we gain a fuller comprehension of the present. The need for preserving historic properties was expressed on a national level in 1966 by Senator Edmund Muskie as he addressed the eighty-ninth Congress on the passage of the National Historic Preservation Act:

"In less than 200 years, America has grown from a sparsely populated agricultural community of States to the most urbanized and technologically advanced Nation in the world. During these 20 decades and before, American genius has created marvels of mortar and stone... In the next four decades alone, our expanding population and urbanization will require more construction than we have witnessed during our first 20 decades. This means that much of what we have created to date is threatened by the thrust of bulldozers or the corrosion of neglect. In many instances, efforts to preserve sites of architectural and historic value will be too late. America must move promptly and vigorously to protect the important legacies which remain. This we can achieve without blunting our progress. With sensitive planning, the past and the future can live as neighbors and contribute jointly to the quality of our civilization."

Have we achieved the balance of preserving our past while progressing toward the future? In some cases we have, but in many others we have not. This does not say that all older buildings are worthy of preservation. The neglect or destruction of some buildings has no adverse affect on the historic character of the built environment. However, the heightening of public awareness and the education of our elected public officials regarding historic preservation is essential. It is imperative that documentation and review of threatened historic buildings be conducted and appropriate decisions made regarding the cultural value of historic properties. It was toward this goal that the historic buildings of Cheyenne County were preliminarily recorded. It is our hope that the historic properties within this region will be enjoyed by many future generations of Nebraska citizens.

GLOSSARY

APPENDIX 1: Glossary of Architectural Styles

This glossary lists architectural styles common in Nebraska during the mid-to-late nineteenth and early twentieth-centuries. Style names are followed by dates suggesting general periods of construction, and brief descriptions identifying characteristic features. These summaries were defined by the NESHPO and included in their publication "Historic Places: The National Register for Nebraska" (NEBRASKAland, Jan.-Feb., 1989).

Italianate 1870-1890

A popular style for houses, these square, rectangular, or L-shaped two-story buildings have low-pitched hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

Queen Anne 1880-1900

A style which enjoyed widespread popularity in the state, these two-story houses have asymmetrical facades and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

County Capitol 1880-1910

This was a popular form for courthouses in the state and was inspired by the U.S. Capitol in Washington D.C. Usually situated on a courthouse square, these square-shaped monumental buildings exhibit corner pavilions, a prominent central domed tower, and Neo-Classical or Romanesque styling.

Romanesque Revival 1880-1920

These buildings are of masonry construction and usually show some rough-faced stonework. The Roman or round-topped arch is a key feature. Facades are asymmetrical and most examples have towers, brick corbelling and horizontal stone banding.

Late Gothic Revival 1880-1930

A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window opening remains a key feature, however designs are more subdued than those of the earlier period.

Eclectic 1890-1910

An eclectic building displays a combination of architectural elements from various styles. It usually resulted when a house designed in one architectural style was remodeled.

Shingle 1890-1920

Characteristics include a two-story asymmetrical house with hip, gable, or gambrel roof; walls covered wholly or in part with wood shingles; little or no ornamentation; and extensive porches.

GLOSSARY

Neo-Classical Revival 1900-1920

Front facades are usually dominated by a full-height porch with the roof supported by classical columns. Symmetrically arranged buildings show monumental proportions, balanced windows, and a central entry.

Renaissance Revival 1900-1920

The style is characterized by formalism in plans, raised basements, low hipped roofs covered with clay tiles, symmetrical facades with wide overhanging eaves, arched entries and second story porches. Window treatments vary from story to story and are flat or round arched.

Georgian or Colonial Revival 1900-1930

A style characterized by a symmetrical facade enriched with classical detail, gable or hip roof, and eaves detailed as classical cornices. The standard window is rectangular with a double-hung sash. The Palladian window is often used as a focal point.

Spanish Colonial Revival 1900-1920

These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red-tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.

Prairie 1900-1930

This movement, popularized by Frank Lloyd Wright, emphasized the integration of a building and its site. Elements of the style include a low-pitched roof line with wide over-hanging eaves, two stories high with one-story porch, and an overall horizontal emphasis in the design.

Period 1920-1930

Influenced by the styles of medieval English and French country cottages, these houses are usually of two stories and display irregular massing, steeply pitched roofs with slate or clay tile covering, massive chimneys, half-timbering, casement windows, and attached garages.

Modernistic 1930-1940

Art Deco, the earlier Modernistic phase, was used primarily for public and commercial buildings and is characterized by angular composition, with towers and vertical projections and smooth wall surfaces with stylized and geometric motifs, including zigzags and chevrons. Art Moderne, the later version, shows smooth wall finishes without surface ornamentation, asymmetrical facades with a horizontal emphasis, flat roofs, rounded corners, and bands of windows or curved window glass creating a streamlined effect.

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